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# THE CALIFORNIA WESTERN "SKUNK" RAILROAD

by Spencer Crump

*Historical Photos • Roster of Equipment*
*Maps • History*

# THE CALIFORNIA WESTERN "SKUNK" RAILROAD

by Spencer Crump

ZETA PUBLISHERS COMPANY

Dedicated to
*Cynthia Fink Walker*
First a Student, Then a Friend

*The California Western "Skunk" Railroad*

By Spencer Crump

REVISED SECOND EDITION

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Cover Photograph by the Author: "All Aboard for the Redwood Route!" The California Western Super Skunk prepares to leave the depot at Fort Bragg in 1988. Locomotive 45 was making its first trip after being overhauled.

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Illustrations made available by the California Western Railroad are credited "CWR."

Portions of this book were adapted from *Redwoods, Iron Horses, and the Pacific: The Story of the California Western "Skunk" Railroad*, by Spencer Crump; © 1963, 1965, 1971, and 1975 by Spencer Crump.

**Passengers alight from the Super Skunk at Fort Bragg after the trip from Willits in this photograph, made in 1965 soon after the new steam service was inaugurated. (CWR Photograph by Ed Freitas)**

"All Aboard!"

This is the call from the conductor that signals the start of your trip on the California Western "Skunk" Railroad, the happy and scenic journey that takes you from the Pacific Ocean deep into the redwoods.

Indeed, The Redwood Route from the Pacific Ocean at Fort Bragg over spectacular mountains and through ageless redwoods to Willits is as inspiring today as it was when the line was started more than a century ago.

Most American railroads face declining passenger volume. The California Western, however, attracts more people every year to the three-hour trip through towering redwoods that even a Hollywood studio could never duplicate. Many people not acquainted with the CWR think that the short line is a narrow

gauge railroad, but it is a standard gauge system. Its builders intended for its cars to be carried from the redwoods to the markets of America, and its passenger coaches once offered through service to and from the San Francisco Bay.

The California Western's winding, climbing route originally had 115 bridges. This led one wit to remark that the railroad must be one long bridge. Landfills and other improvements have reduced the number of bridges to 30 without damaging the scenic beauty. The bears, chipmunks, squirrels, and skunks descended from the animals that watched the railroad being built a century ago still peer from behind trees and shrubs at today's railroad passengers.

This is a history of the California Western Railroad and an account of what you will see when you visit the Mendocino Coast.

Reaching the area is part of the fun. If you travel along Highway 1, you'll enjoy the rugged Mendocino Coast with its beaches, rocks towering from the sea, spectacular cliffs, and picturesque villages. If you drive on U.S. Route 101, you'll see mile upon mile of giant redwood trees plus neat vineyards with their wineries, many of which are open for public tours.

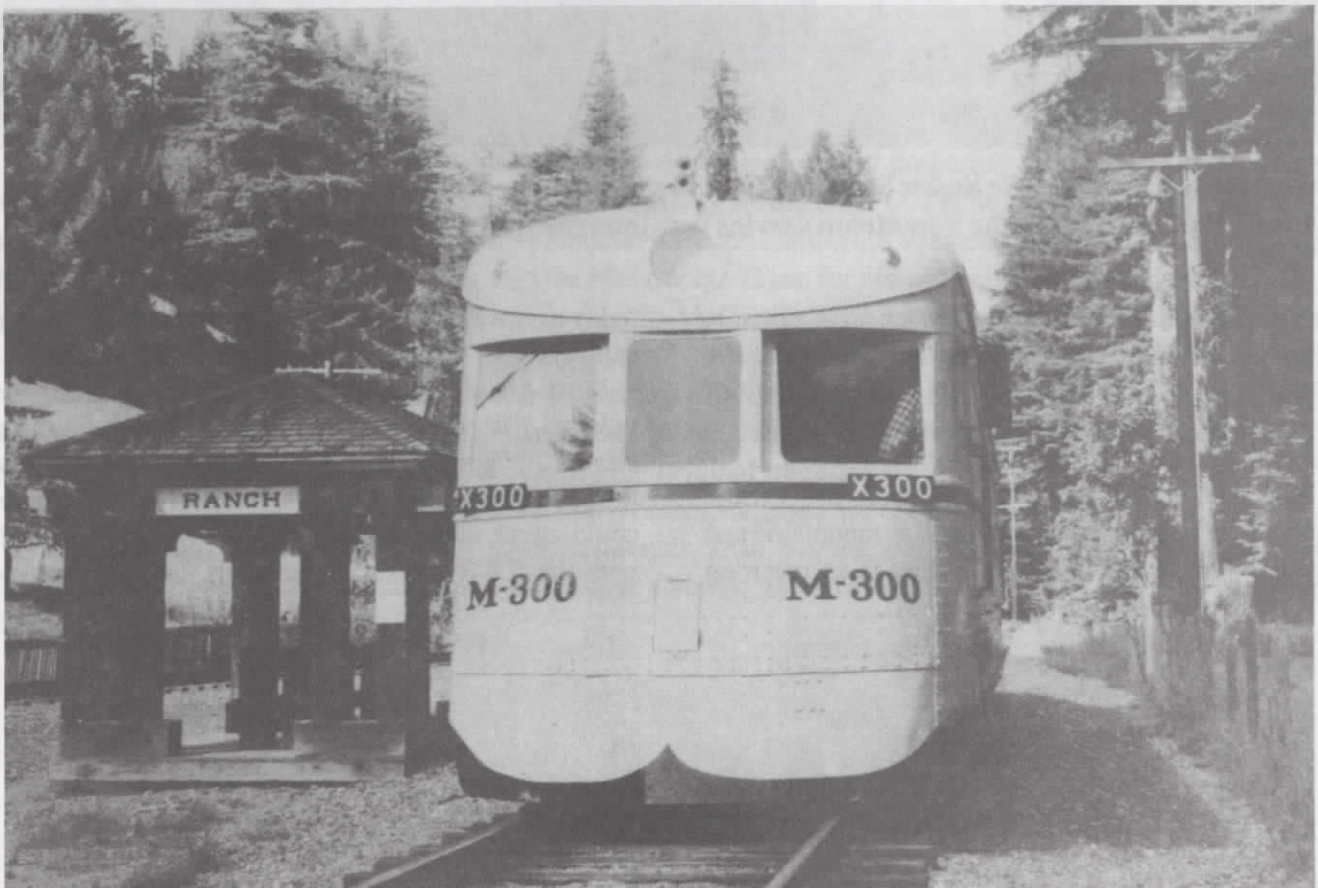
The summer season, stretching from June through September, is the busy time of the year for the area. To be assured of seats on the Skunk railroad, you should contact the California Western office to make ticket reservations. You also should obtain reservations at a motel — many of which post "no vacancy" signs on busy days.

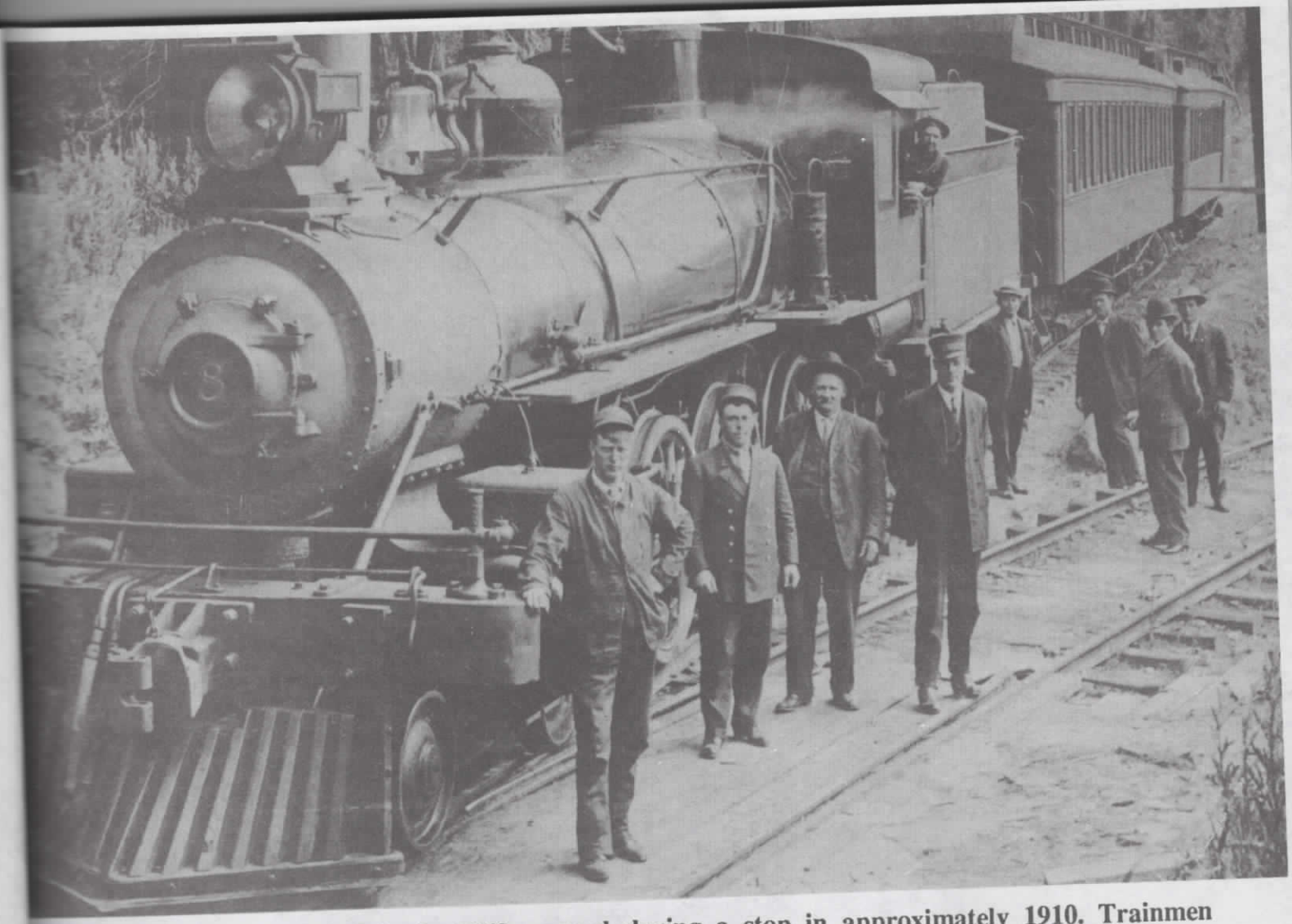
Besides riding over the Redwood Route, you'll want to browse among the shops in the colorful Mendocino towns that have preserved beautiful buildings dating back to the twentieth century. The village of Mendocino, on the coast just south of Fort Bragg, is a picturesque art colony. Much of this atmosphere also is apparent as you stroll through Fort Bragg itself.

When it comes to the train ride, you have a choice of traveling from Fort Bragg to Willits, or from Willits to Fort Bragg. You also can ride the train from either city to Northspur, the station at the middle of the route, and then return to the town from which you started.

The California Western passenger depot is at Laurel Street and Main (Highway 1), just north of Fort Bragg's downtown section. Try to arrive a few minutes early: the station waiting room includes a souvenir shop displaying gifts and other items regarding the railroad and the redwoods.

**Rail Bus M-300 is pictured at Ranch soon after joining the California Western roster of equipment in 1963. (CWR Photograph by Ed Freitas)**





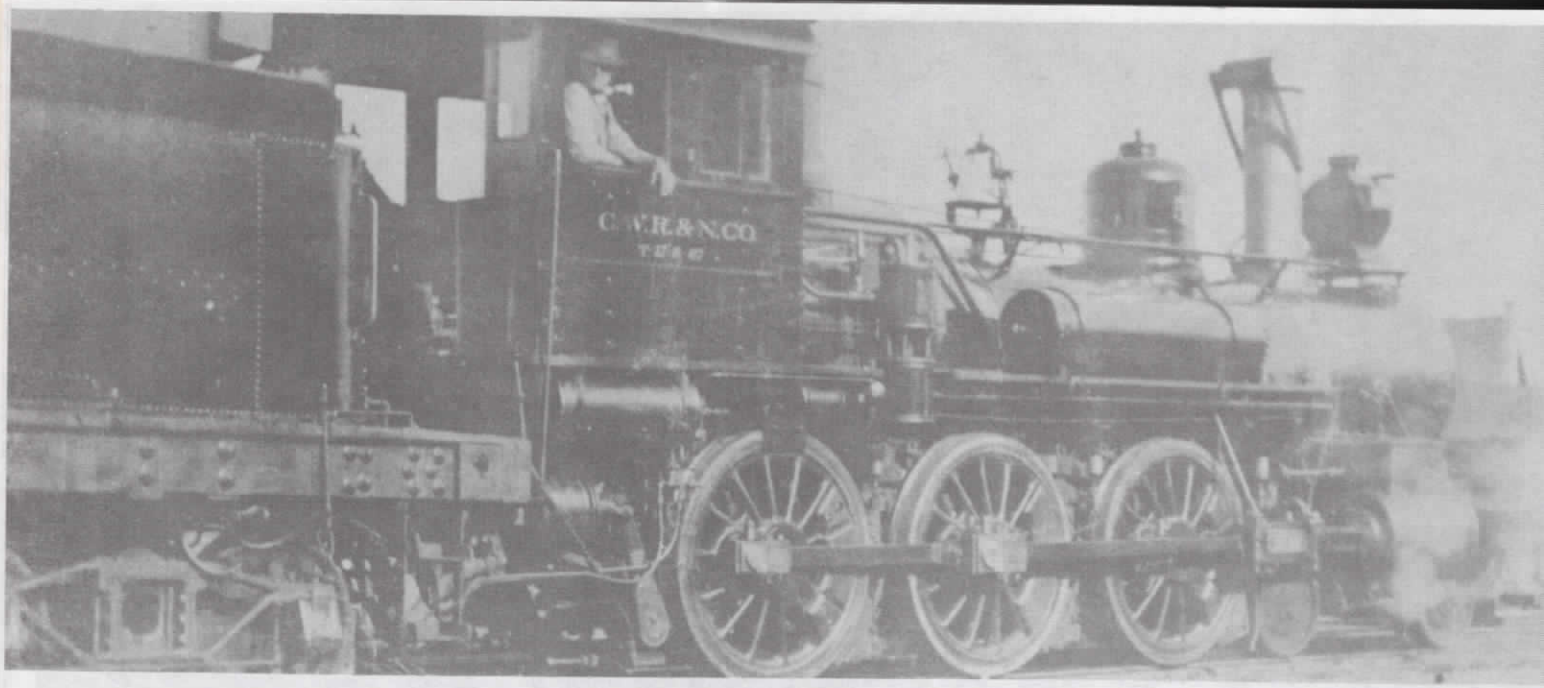
**Locomotive No. 8, built in 1869, paused during a stop in approximately 1910. Trainmen included engineer Ed Hendrickson, conductor Arthur Hanson, and brakeman John Pimentel, all of whom served in operating the first passenger train between Fort Bragg and Willits on December 19, 1911. (CWR)**

The depot at Willits is at 229 East Commercial Street, just east of Main Street. It also has a souvenir shop. Built in 1916 of choice clear-grained redwood provided by the Union Lumber Company and two other lumber firms, the depot is one of the most beautiful in America. The town of Willits, established in the late 1870s, was named for Hiram Willits, who in 1857 settled in the area.

Besides riding the Skunk, there is a great deal for visitors to see in both cities. Just a short distance east of the Willits station on Commercial (but on the opposite side of the street) is the Willits Museum. Offering exhibits regarding railroading and the redwoods, the facility is a fascinating place to visit. You also can see many redwood trees on the roads near the city.

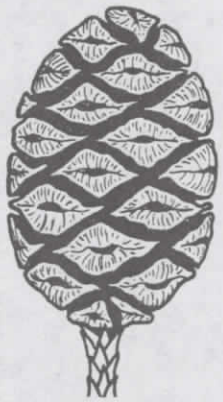
At Fort Bragg, there is a museum adjoining the Georgia-Pacific office on Main Street. Another attraction at Fort Bragg is Noyo Harbor, which from the high bridge over Highway 1 looks like a set from a motion picture. The drive down the cliff to the harbor takes you to shops and restaurants specializing in fish dinners. The harbor also is a port for fishermen, of both the sport and commercial varieties.

Fort Bragg itself is like a trip to yesteryear. In 1980, for example, the census gave it a population of 5,019 — an increase of only 424 people in 20 years. While the highways there are improved regularly, the slow growth means that many early-day buildings



A variety of locomotives served the California Western during the years. Locomotive No. 5 (above) built by the Hinkley Locomotive Works in 1883, was acquired in 1905 and used until it was scrapped in 1923. Diesel Locomotive 54, built by Baldwin, was scrapped after an accident in 1970. (Both Photographs: CWR)

These loggers called time-out for a photograph while downing a big redwood during the 19th century when there were large stands of the largest trees. Twelve people, including two young women, were able to perch in the undercut of the tree. (California Historical Society) BELOW: Actual-sized reproductions show how much larger are the cones of the inland redwoods (left) than the coastal redwoods (right).



remain and give the city a picturesque atmosphere.

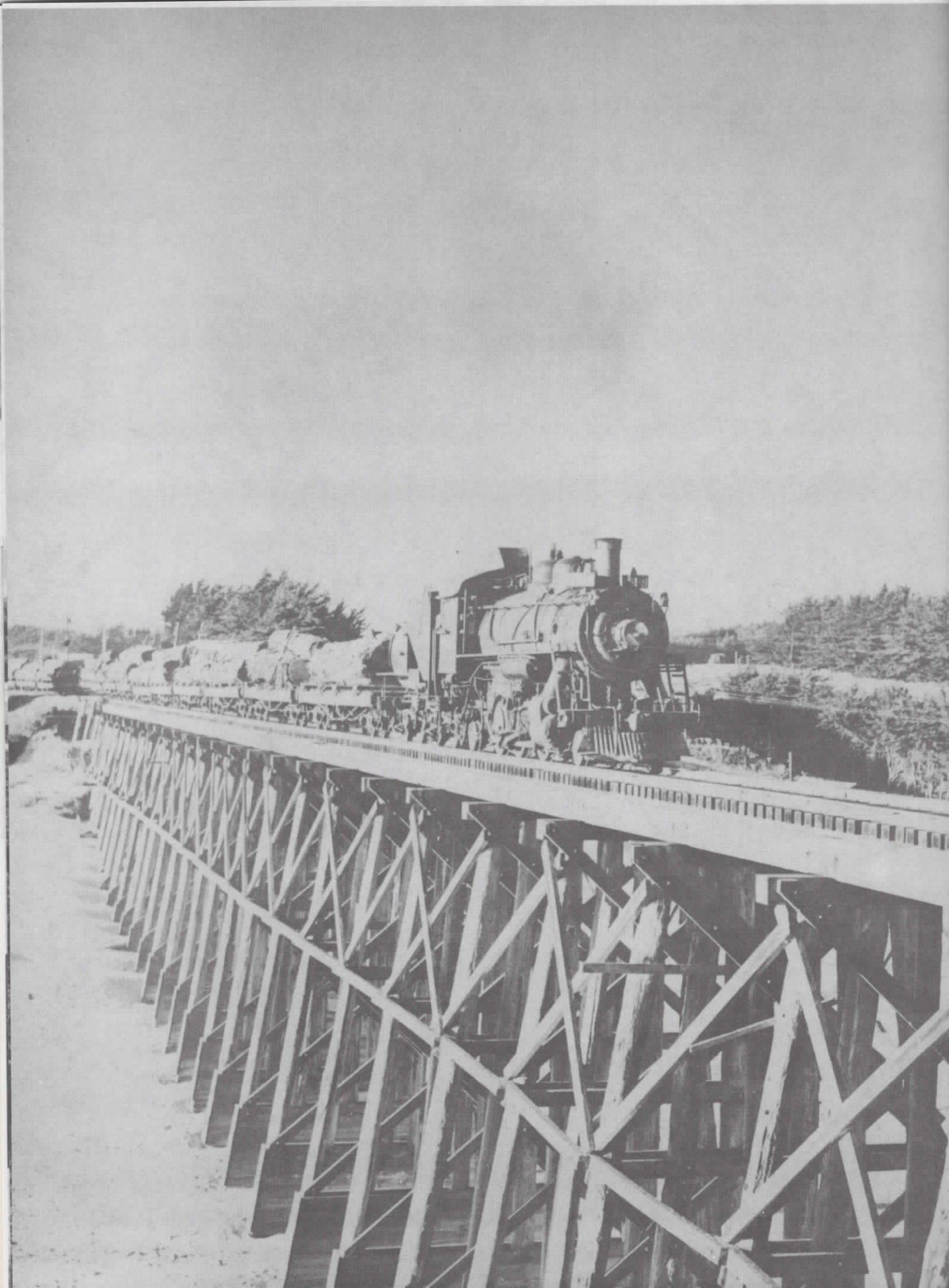
Let's return to the California Western and its redwoods.

California's two distinctively different types of redwoods received their botanical names in 1847 from an Austrian scholar named Stephen Endicher. He designated the genus as sequoia, honoring the developer of the Cherokee alphabet, George Gist, whose Indian name was Sequoya (a different spelling than for the trees).

The variety known as sequoia gigantea flourishes in the Sierra Nevada and the trees are a major attraction in Sequoia National Park. The sequoia sempervirens, popularly called the coastal redwoods, grow along the California coast from just below Carmel north to Oregon. Ranging up to 30 feet in diameter, the inland trees grow up to 300 feet tall and the oldest began growing approximately four thousand years ago. By contrast the coastal redwoods are slimmer, taller, and younger. They are up to 12 feet in diameter, tower as high as 340 feet (taller than a 35-story office building); the oldest began growing approximately two thousand years ago. The wood is less fibrous than that of the inland trees, and therefore is better for building.

The Spanish named the giants palos colorados, a

**The Mendocino Coast, with its cliffs, rocks, swift currents, and wildflowers, beckons travelers to the Fort Bragg area. (Photograph by the Author) RIGHT: Trainmen riding an inspection car stopped in the early twentieth century to pose for a picture by a big tree. (CWR)**



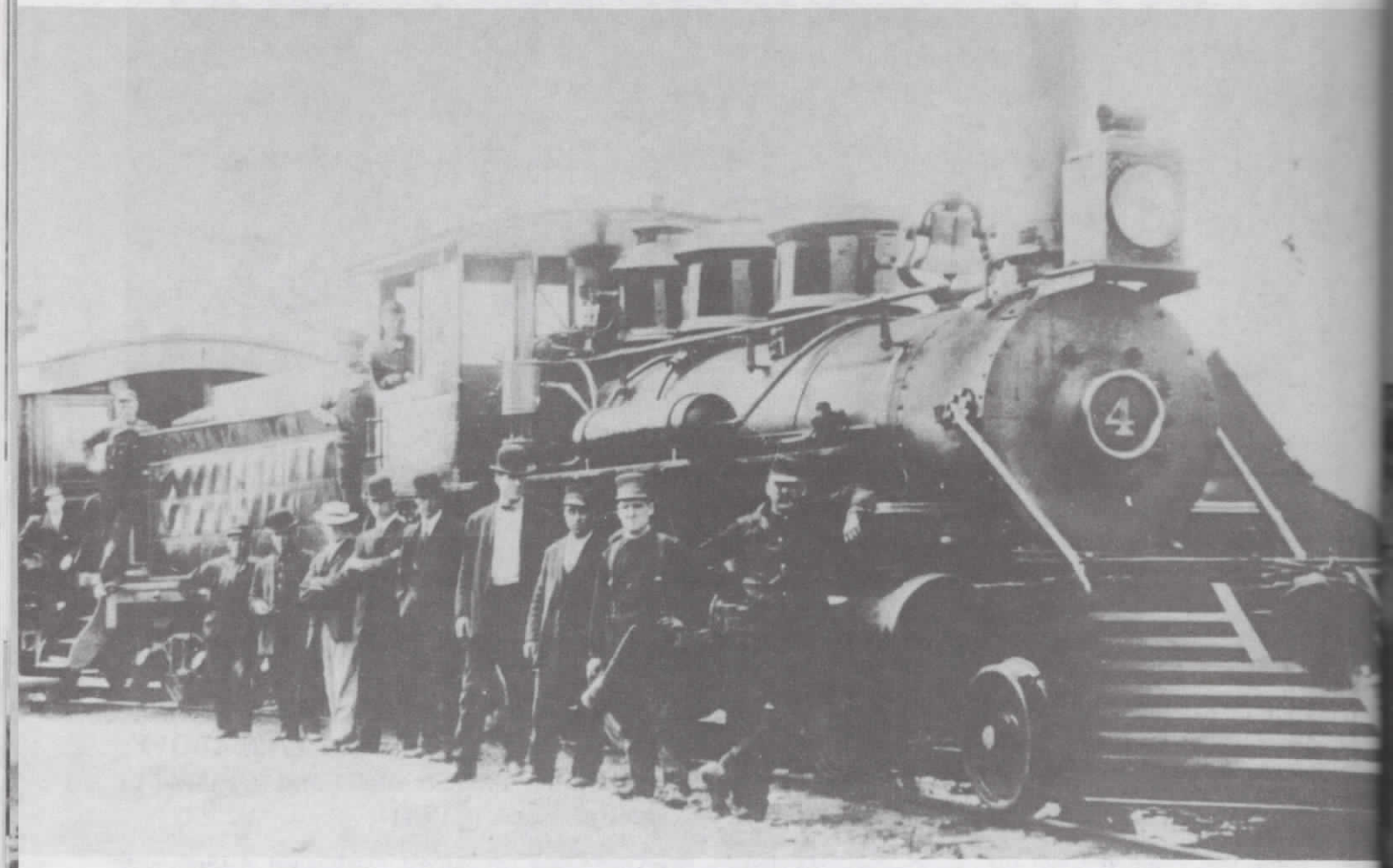
**LEFT: Locomotive No. 21 pulls cars loaded with logs over a bridge on the CWR's Ten Mile River Branch on the coast north of Fort Bragg. This line was discontinued in 1949. ABOVE: These 1907 travelers rode to the point where California Western tracks ended and prepared to board a stagecoach for the next leg of the journey to San Francisco. (CWR)**

name that endured when the Americans translated the name literally: redwood trees. The Spanish used the wood, along with adobe brick, for building their famous missions. The Russians, who occupied the northern California coast in the early 1800s, used the timber for constructing Fort Ross, an outpost whose structure endured for more than a century. The reconstructed fort on Highway 1 south of Fort Bragg is preserved as a state historical park.

The discovery of gold at Sutter's Mill triggered an immense boom. Gold from California's Mother Lode and silver from Nevada built San Francisco, but the city by the Golden Gate built its physical self from redwood. Loggers swarmed into the big tree country along the northern California coast and cut the redwoods, some of them two thousand years old. They usually sent milled timber or entire logs southward by sea, for the railroads were not yet built to this isolated and wild area. Indians threatened the loggers, and the army moved in to protect the workers. One such outpost, established in 1860, was named in honor of Captain Braxton Bragg, a West Point graduate who soon became a major general in the Confederate Army.

Abandoned in 1867, the fort might have been forgotten had not a young man from Wisconsin named Charles Russell Johnson (1859-1940) arrived.

Born in Racine, Wisconsin, Johnson while a boy moved with his family to Michigan. There his father operated saw mills at Saugatuck and St. Ignace, producing an environment that would shape the youth's destiny and subsequently that of the redwood industry. Young Johnson had a bout with illness, and his father sent him west to recuperate. So it was that fourteen-year-old Charles Johnson arrived in San Francisco in 1873. He soon recovered, visited California for eighteen months, and returned home to work in his father's mill. Two years later he left to take a job with the Menominee River Lumber Company in Chicago. There he worked four years,




**Locomotive No. 4, acquired in 1904, arrived in Fort Bragg by ship. Trainmen and passengers paused for this picture before making a trip into the redwood forest. (CWR)**

absorbing countless details regarding production techniques, marketing methods, and the many uses for lumber.

So much had the visit to California impressed young Johnson that in 1881, when twenty-two years old, he returned there to make it his home. While he travelled extensively in California, he failed to find what he wanted until one day a family friend spoke in glowing terms of the big redwoods north of San Francisco. He decided to go there, traveling first by railroad, then by stagecoach, and finally by buckboard over roads which were barely discernible.

When Charles Russell Johnson saw the stately redwoods of the Mendocino Coast, he knew why he decided to make California his home. He fell in love with the redwoods with an affection that would continue until his death nearly sixty years later.

Among those he met during the journey were Calvin Stewart and James Hunter, veteran loggers in the area of abandoned Fort Bragg. Young Johnson purchased an interest in their holdings, thus establishing the firm of Stewart, Hunter, and Johnson. "C.R.," as friends dubbed the youth, promptly proved his worth as a partner by introducing innovations that revolutionized redwood logging. The partners' logging operations became more efficient after Johnson bought modern machinery he had observed in the Midwest. Mill workers traditionally had worked a single shift; Johnson put operations on a twenty-four hour basis, and the output more than doubled.

By modern standards, logging methods of the era

were crude. After being downed by handsaws and axes, hand-operated devices and oxen moved the logs to rivers to be floated to the mills. Moreover, treacherous seas and a lack of harbors along the Mendocino Coast made it difficult for sizeable vessels to serve the mills. Getting the timber to San Francisco, of course, was vital to the economics of the redwood industry. Scanning the area for the most advantageous loading point, "C.R." narrowed the search to the abandoned army post of Fort Bragg, alongside Soldiers Harbor, a sheltered cover large enough for sizeable ships.

Johnson envisioned more than a mere shipping point. He foresaw a city established along with a major mill. Substantial capital would be needed. He therefore organized the Fort Bragg Lumber Company, with funds coming from friends, business associates, and his father. The new organization

**Taking time out from building the CWR, these laborers posed for this photograph. One laborer (left) was so eager to continue with the important task that he moved, blurring his image. (CWR)**

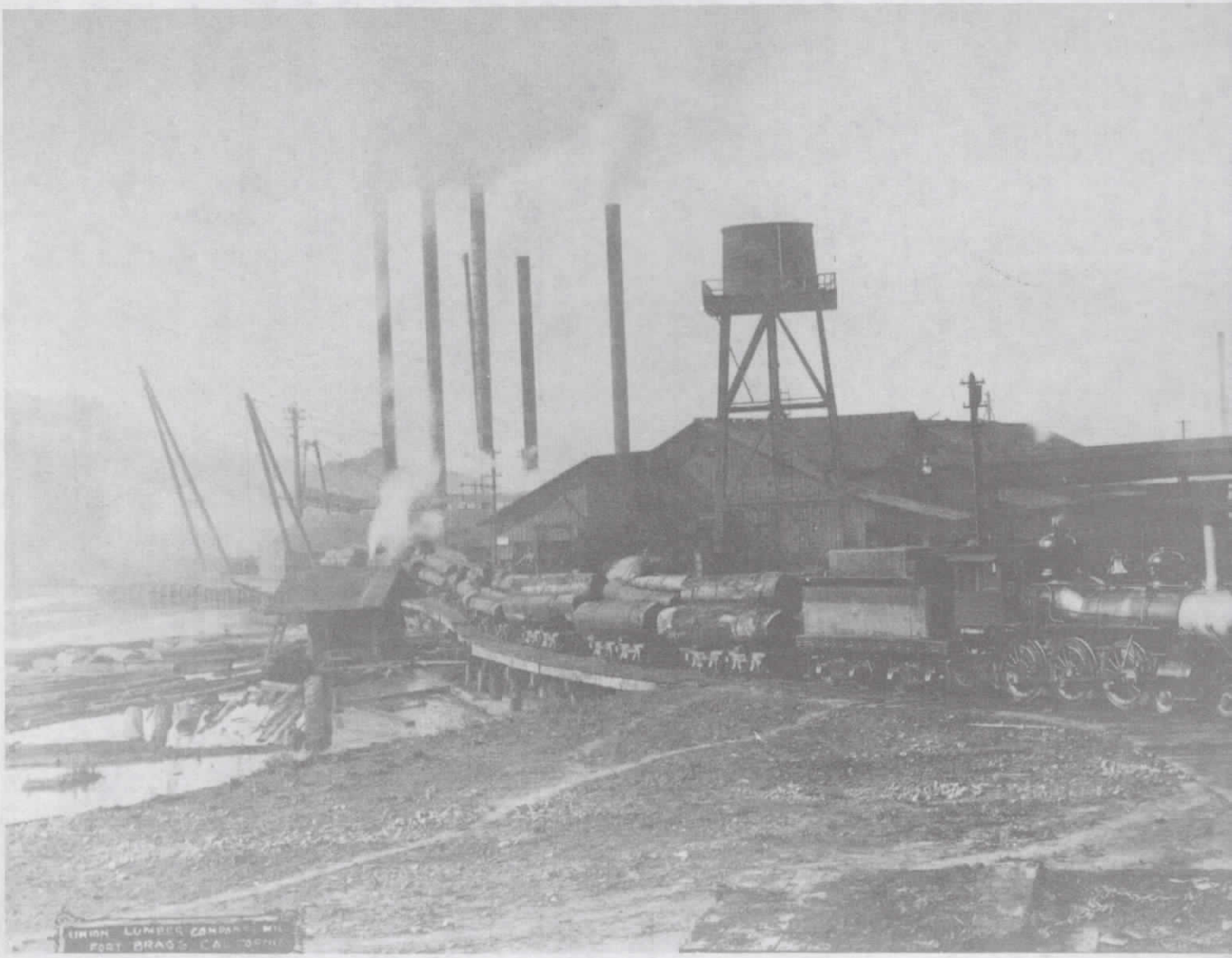
purchased the assets of Stewart, Hunter, and Johnson, along with additional properties owned by the firm of McPherson and Weatherby on Pudding Creek, Noyo River, and the site of Fort Bragg itself. The first steps were constructing a mill and building a wharf for receiving and shipping.

At ten o'clock on the morning of November 16, 1885, Johnson started a bandsaw — a new invention purchased by a new firm.

The Fort Bragg Lumber Company, forerunner of one of America's great redwood organizations, was in business.

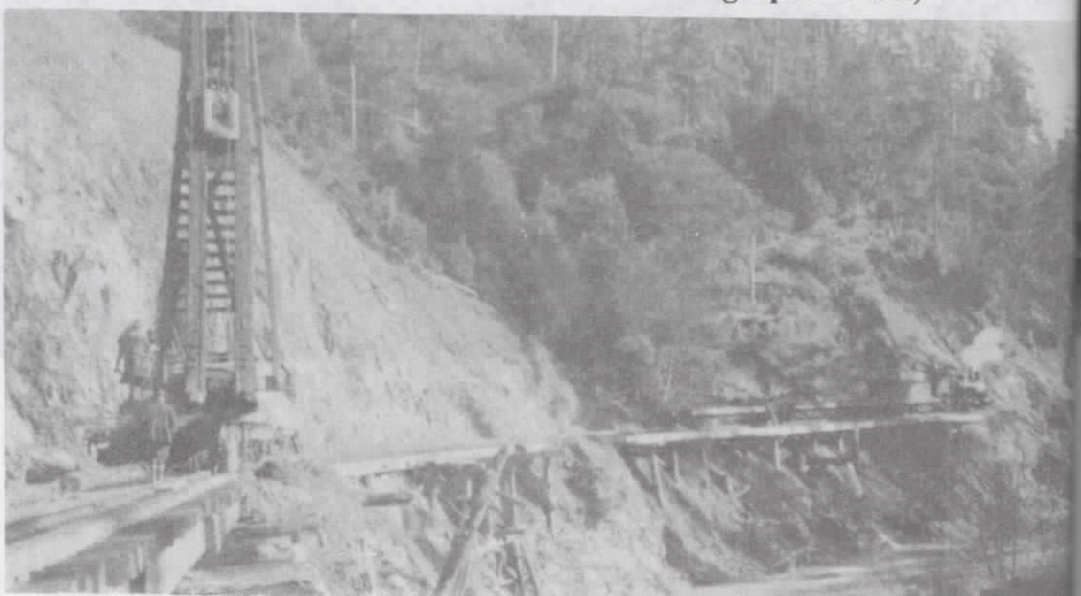
Coincident with formation of the lumber company, Johnson and his fellow investors established a railway, appropriately named the Fort Bragg Railroad. Logging companies in California had used railroads, at least of a primitive nature, as early as 1852. Most railroad logging operations made little, if any, effort to maintain regular schedules or encourage passenger traffic. Logging railroads

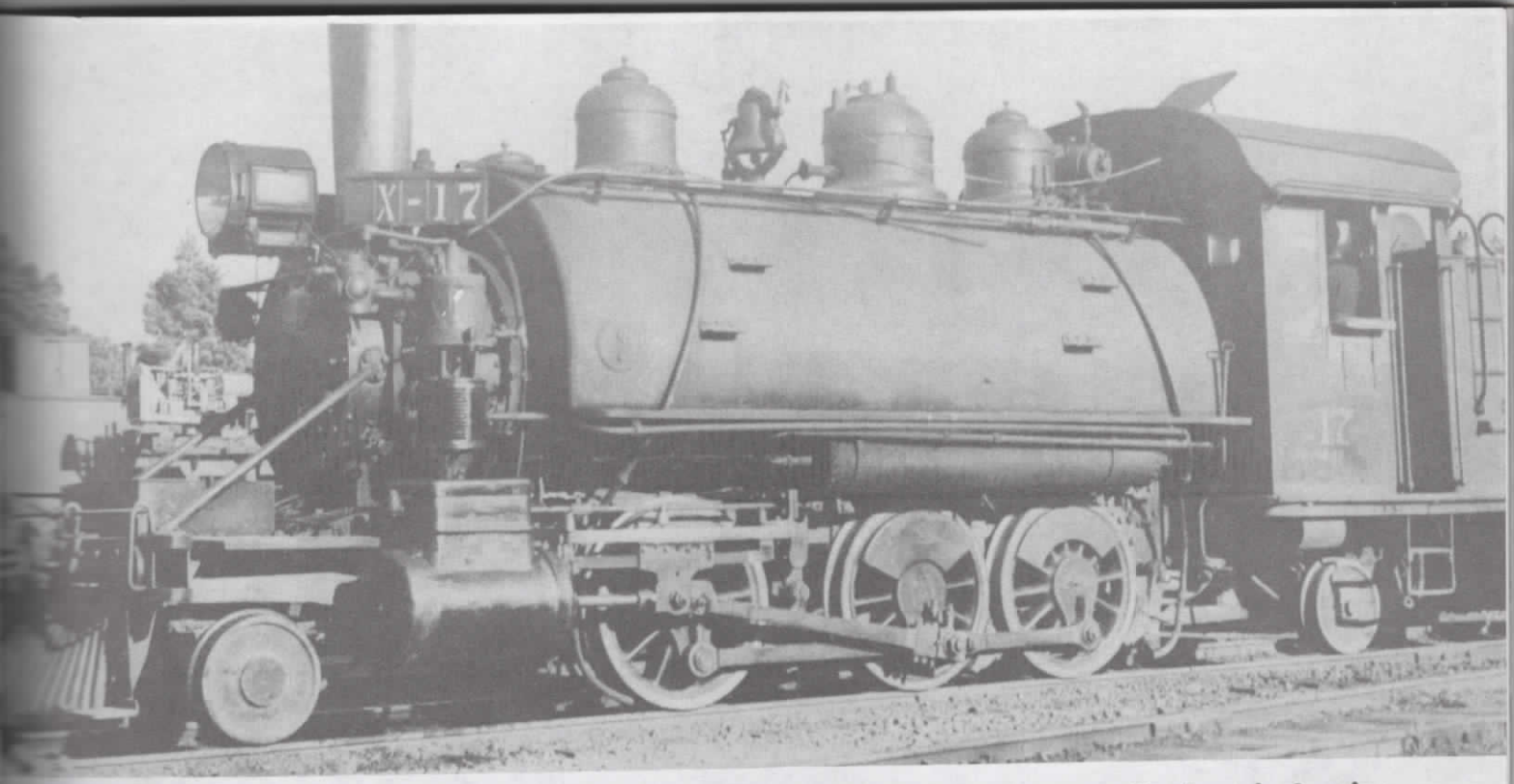
**Locomotive No. 5 delivers a load of big redwood logs to the wharf at Fort Bragg in the early twentieth century. Many logs were shipped or floated to San Francisco for milling. (CWR)**



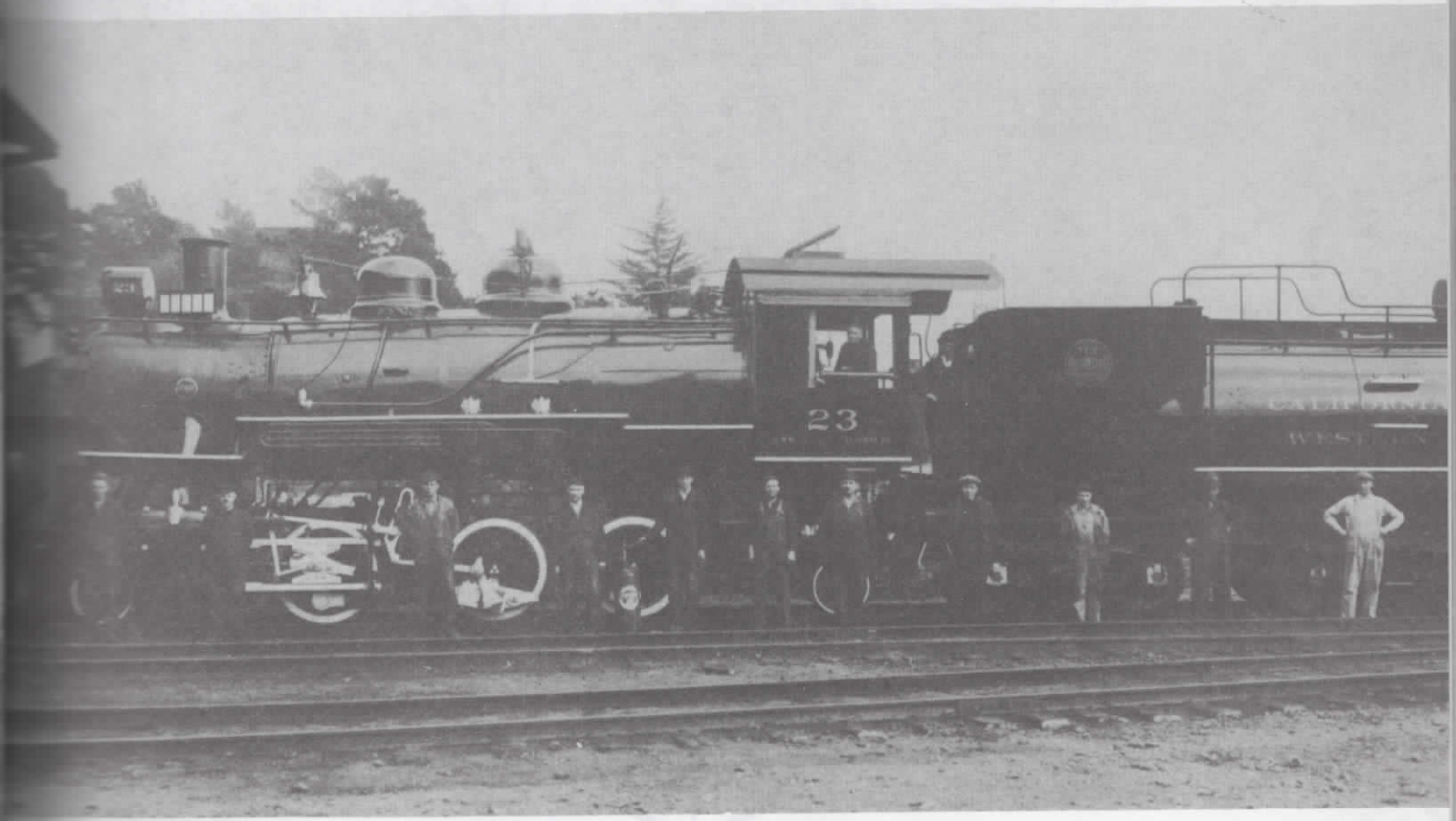
Conquering the rugged mountains, a steam shovel (above) moves earth to make way for the railroad tracks. BELOW: Laborers clear a slide as they lay rails through the mountains. (Both Photographs: CWR)

**ABOVE: This view of early-day construction shows how the abundant timber proved useful in building a CWR right-of-way hugging a mountain. BELOW: Hugging the banks of the Noyo River, the rails of the CWR were pushed into the redwood forest. (Both Photographs: CWR)**





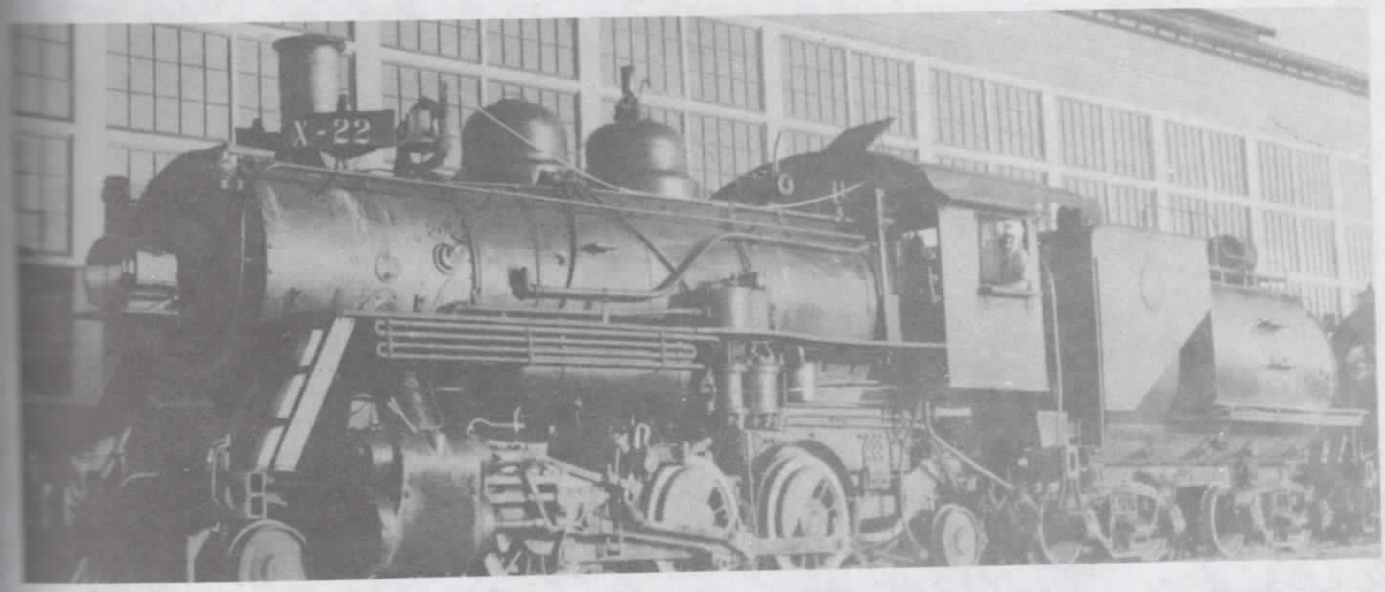

In the era of steam, the California Western's locomotives ranked among the best in logging railroads. ABOVE: Locomotive 17, a Baldwin built in 1909, was scrapped in 1938. BELOW: Locomotive 23, also a Baldwin, was built in 1923 and used for nearly 30 years. (Both Photographs: CWR)



A train pulling lumber and other freight cars approached the camera in this early twentieth century photograph. Trees downed for milling were waiting to be picked up by the tracks. (CWR)

CALIFORNIA WESTERN
THE REDWOOD ROUTE

**ABOVE: This sketch shows the way Fort Bragg looked in 1862, a time when the fortress was at its peak of activity. (California Historical Society) BELOW: Locomotive 22, used for 30 years starting in 1921, posed for a photograph soon after its arrival in Fort Bragg. (CWR)**




basically were transient, operating only when needed and moved to reach the supply of trees.

The railroad founded by C.R. Johnson became an entirely different type of line. It played an important part not only in the area's industrial life, but also in its social and cultural activities. No other logging railroads in America made the deep impression on American life that was created by the line from Fort Bragg — first by the beauty of its route and later by the distinctiveness of its equipment.

The first locomotive acquired was, in view of the fact that it would be used in the sequoia sempervirens or redwoods, appropriately named Sequoia, also known as Engine No. 1. The unit was a new one built by the Baldwin Locomotive Company, then rated among America's leading producers of railway rolling stock. This showed the importance of the rail line to the lumber company as well as its intentions to develop the system into more than the usual timber operation. Many contemporary logging

companies utilized second hand or inferior rail equipment if adequate to haul logs to a loading or milling point. Over the years, the railroad bought and sold locomotives, usually moving into more powerful equipment to serve the growing timber operations. (For a complete list of locomotives, see the roster of equipment at the back of this book).

By 1887 the Fort Bragg Railroad stretched 6.6 miles up Pudding Creek, reaching a point designated as Glen Blair. From here the Glen Blair Lumber Company sent its shipments of redwoods by rail to Fort Bragg, providing the railway company with revenue in addition to that from its parent firm. This year also saw the Fort Bragg Railroad purchase its second locomotive. No. 2, also built by the Baldwin Locomotive Works, was slightly larger than No. 1. Without a doubt the railroad was finding a special place in the hearts of Fort Bragg residents. The company purchased a San Francisco street car and converted it for use as a passenger coach.

What fun!

Business prospered, but the operation required more capital. These funds came with the incorporation on August 17, 1893, of the Union Lumber Company. This firm took over not only the Fort Bragg Lumber Company, but also White and

**Railroaders and loggers posed proudly with Locomotive No. 4, pulling a load of logs to the mill, shortly after its purchase in 1904. (CWR)**

ABOVE: A train rounds a curved trestle that became renowned with CWR passengers. A dirt fill eventually replaced the spectacular structure. BELOW: Early-day travelers wait at the Noyo River Tavern Station as a train approaches to take them to Fort Bragg. (Both: CWR)

Plummer, a partnership which owned substantial stands of redwoods. Thriving, Union proceeded to buy more tracts of timber and soon supplied much of America's redwood.

As the Union Lumber Company grew, so did Fort Bragg. Its residents voted to incorporate as a city in 1898 and Charles R. Johnson became its first mayor.

As crews downed the trees, the tracks followed logging operations inland along the natural route provided by Pudding Creek and then the Noyo River. The railroad began scheduling trips which were the great grandparents of today's Skunk tours. Singing and laughing, loggers and their girlfriends or families and other townspeople joined Sunday train outings over the short route into the redwoods.

The stands of trees suitable for logging became farther away from Fort Bragg, but the steep mountains blocked the extension of railroad tracks. Deciding to break the barrier with a tunnel, railroad officials called for workmen. Few local men, however, wanted to perform this dangerous and tedious work. Chinese workmen — famous for carving the Central Pacific tunnels through the High Sierra — were then called in for the construction. They completed the 1,122-foot tunnel from Pudding Creek to the Noyo River in 1893. Designated Tunnel No. 1, it permitted the laying of tracks reaching deeper in the forest to extend and follow logging operations. The tracks happily provided longer excursion trips for Fort Bragg residents, who loved the redwoods and the railroad. By 1898, the line reached the Little North Fork of the Noyo River, 10 miles from Fort Bragg.

Life in the redwoods at this time was primitive when compared with more settled areas which boasted the comfort and luxury of rail service. Fort Bragg passengers bound to San Francisco or eastern centers travelled on the railroad to its end. There they transferred to a buckboard or stagecoach, which took them to Willits. From there they made a connection for another stagecoach which took them to Ukiah. Here they could board coaches of the Northwestern Pacific Railroad, which was being built northward from the San Francisco Bay area. The route not only was somewhat of an ordeal because of rough roads and the slow pace, but there were other hazards. Newspapers frequently reported that bandits stopped the stagecoaches and robbed passengers before

**BELOW: An artist made this sketch of Fort Ross shortly after it was built, mostly of redwood, by the Russians. (California Historical Society)**

EDWARD F. FREITAS

# Photographer of the Redwoods

Many of the photographs in this book as well as in other publications about the California Western "Skunk" Railroad were taken by Edward F. Freitas, who spent most of his adult life working for the CWR and the Union Lumber Company and its successors, Boise Cascade Corporation and Georgia-Pacific Corporation. He passed away on February 14, 1991.

A native of Fort Bragg, Ed Freitas was graduated in 1942 from Fort Bragg High School and subsequently attended Santa Rosa Junior College and Montana State College. After World War II service in the U.S. Army, he was employed by the Union Lumber Company. There he worked as an equipment operator and from 1948 until its termination in 1972 was editor of *The Noyo Chief*, the company's magazine.

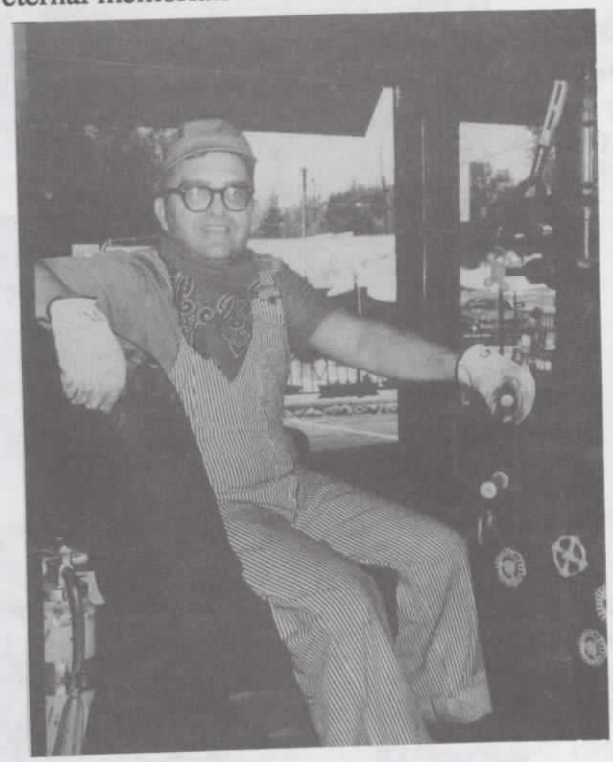
Mr. Freitas then worked as a fireman and motorman on the California Western, eventually becoming a locomotive engineer. He retired in 1986 due to illness, but his photography was not forsaken because it was his favorite hobby.

Mr. Freitas' photographs were widely used with numerous stories regarding Fort Bragg and the CWR.

Services were held at Our Lady of Good Counsel Catholic Church in Fort Bragg. Burial was in Rose Memorial Park, Fort Bragg. The casket bearers were Don Lopus, Maurice Fraga, Kenneth Winkler, Robert Reid, Gerald Allen, Charles Spencer, and Jerry Copeland.

He was survived by his wife, Angelina Freitas, and two sons, Robert Freitas of Fort Bragg and Steven Freitas of San Rafael.

Mr. Freitas' sparkling photographs of the California Western and of the redwoods will be eternal memorials of his creative life.



ABOVE: This early logging photograph shows how oxen pulled logs to mills from the forests. Railroads soon replaced the animals. (Bancroft Library) BELOW: A logger apparently brought his family to see a steam-operated cross-cutter. Large hand-powered saws once did this chore. (CWR)

**Oxen pulled redwood logs down an incline in this view of early activities near Fort Bragg. These primitive methods soon yielded to locomotives. (Bancroft Library)**

escaping into the depths of the forests.

The stage trip was an ordeal financially as well as physically. The stagecoach fair was $8.50 between Fort Bragg and Ukiah, which constituted less than a third of the total mileage to San Francisco. The rail fare from Ukiah to the Golden Gate bore a much more reasonable price tag — just $4.50. While that tariff may be a bargain by standards of the 1990s, it was expensive for the early 1900s. At that time $2.50 a day (not an hour) was a liveable wage, although loggers received more. The train was also a much more comfortable ride. Fort Bragg residents hoped that the California Western would soon reach Willits, where it would connect to the Northwestern Pacific when it reached that city. The rugged mountain country made railroad construction expensive and time-consuming. The Northwestern Pacific eventually would reach Eureka, but the original plan

**ABOVE: A Northwestern Pacific train, typical of those which once operated from Sausalito to Eureka, heads through the redwood country when service was reaching a peak in the 1920s. The CWR was completed to connect with the NWP at Willits. (Southern Pacific Historical Collection) RIGHT: Here is a map of the NWP system.**

to push the line up to Pacific Coast through Oregon would be abandoned because of excessive costs.

This was an era of growth and expansion, much of it fueled by the technology of the railroad. The Iron Horse made travel and freight-hauling much faster and cheaper than tedious treks with horse or mule power. Railroads were a generally popular preoccupation and subject of conversation with the American public in the early 1900s, just as apparatus for travel into space would capture imaginations a century later. Spectacular displays of large and ornate trains kindled a fascination over trains that burned for years. Crack passenger trains were going into service throughout the nation; new speculation

MAP
OF THE LINES OF THE
NORTHWESTERN PACIFIC
RAILROAD COMPANY
RMH
SCALE IN MILES
PACIFIC OCEAN
KLAMATH NATIONAL FOREST
TRINIDAD HEAD
EUREKA
ARCATA
FORTUNA
FERNDALE
CAPE MENDOCINO
TRINITY
SHASTA
NATIONAL FOREST
WEAVERVILLE
DOUGLAS CITY
WILLITS
UKIAH
CLEARLAKE
LAKE
CALIFORNIA
NATIONAL FOREST
GLENN
BUTTE
COLUSA
WILLOWS
CHICO
OROVILLE
YUBA CITY
MARYSVILLE
WOODLAND
SACRAMENTO
DAVIS
NAPA
SONOMA
SANTA ROSA
PETALUMA
HEALDSBURG
CLOVERDALE
CAZADERO
MENDOCINO BAY
ALBION
FORT BRAGG
POINT ARENA
BODEGA HEAD
TOMALES PT.
SAN PABLO BAY
RICHMOND
SAN RAFAEL
SAUSALITO
TIBURON
BERKELEY
OAKLAND
SAN FRANCISCO
ALAMEDA
MARTINEZ
CONTRA COSTA
SAN RAMON
LIVERMORE
HAYWARD
SAN MATEO
REDWOOD CITY
MARIN
SONOMA
NAPA
YOLO
SOLANO
EUREKA AND VICINITY
SCALE IN MILES
SAUSALITO
AND ADJACENT TERRITORY
SCALE IN MILES

**Charles R. Johnson introduced improved logging methods, helped found Fort Bragg, and started the California Western Railroad.**

developed daily over proposed lines.

The presence of a railroad signaled growth for a community that would be doomed without one. The Iron Horse opened new vistas in isolated towns, carrying residents quickly and relatively safely to the romanticized metropolitan centers. Much of a community's activities centered around the railroad depot, where townspeople traditionally gathered during idle hours to survey newcomers arriving on the train.

Residents of every city rated a railroad as a status symbol, and the people of Fort Bragg were no exception.

Fort Bragg residents yearned for rail connections to San Francisco, the shopping, business, and cultural center of the Pacific Coast. They visualized not only the pleasant trip from Fort Bragg in a comfortable railroad coach, but they were also convinced that thousands from the Bay area would come north either for sightseeing or to settle permanently for life in the forests.

Residents gratefully noted and saluted each new mile of track which made their homes closer to connections with San Francisco, even though some had doubts regarding the curving and difficult route up the canyon of the Noyo River.

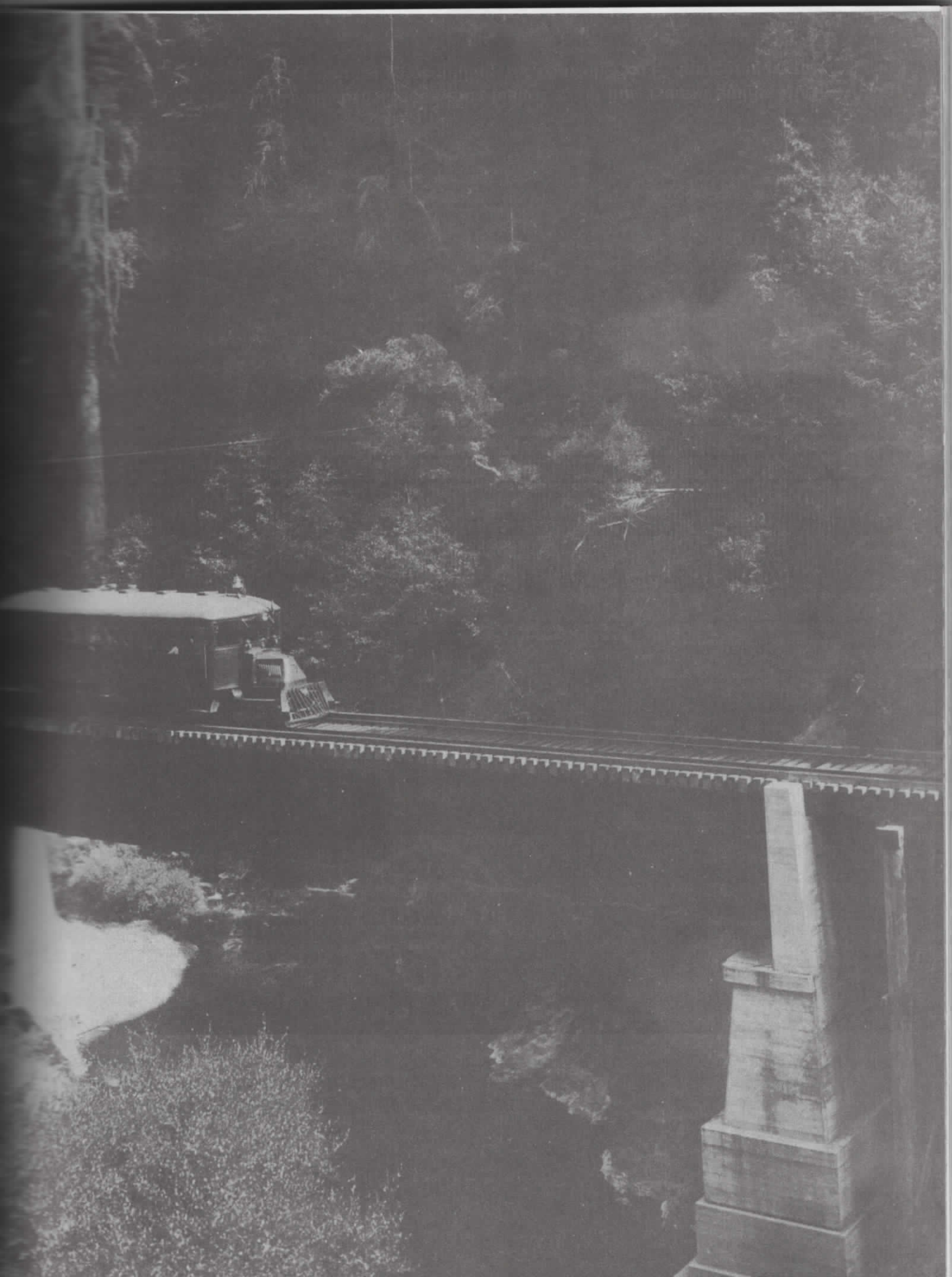
"Locomotive No. 1 has made several trips up Cannon Ball Gulch lately," the Fort Bragg Advocate reported after an 1899 extension. "Mrs. Fred Severance is the first lady to ride over this piece of road. She had good nerve."

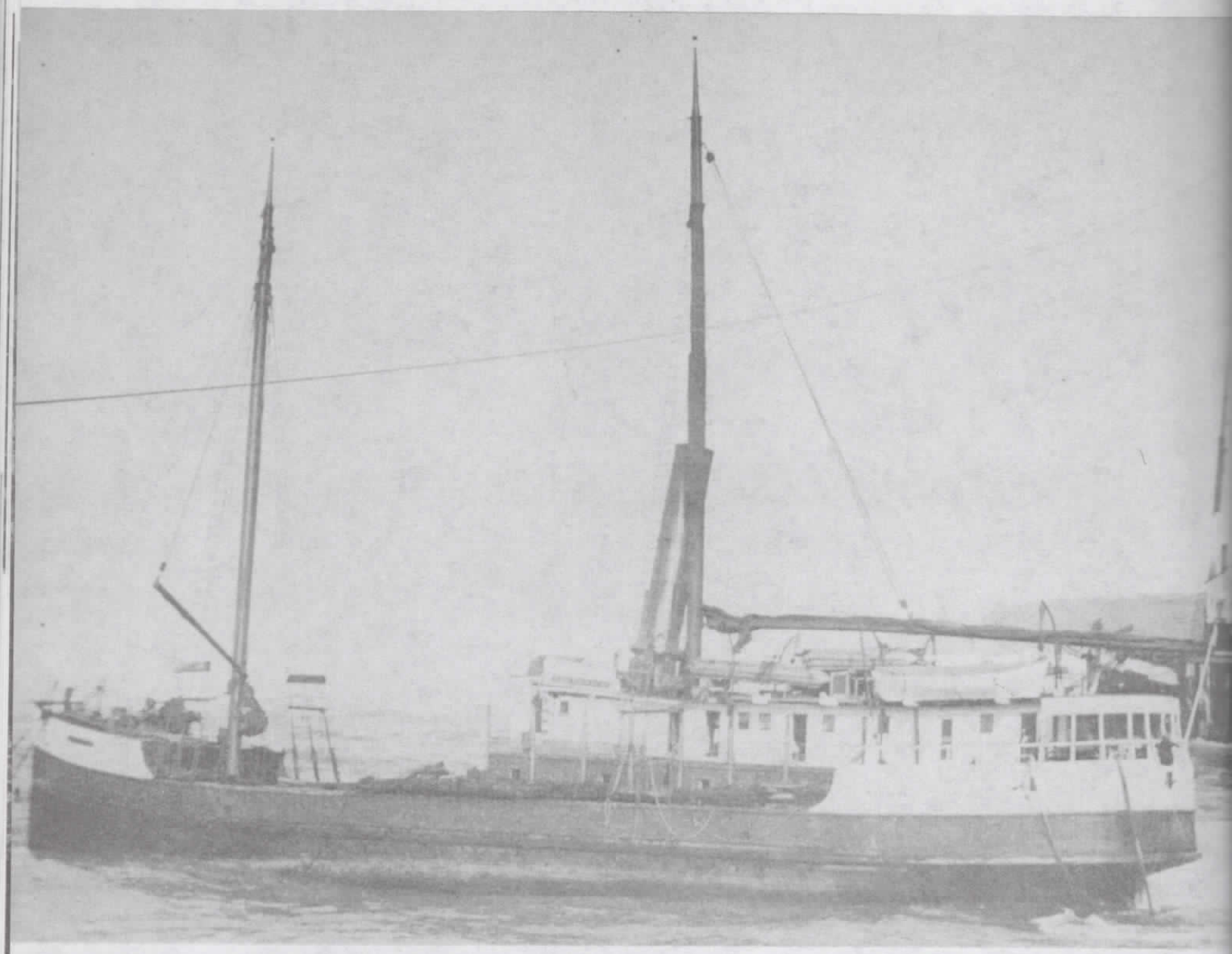
Besides watching the progress of the Fort Bragg Railroad, citizens also eyed news of a projected rail line that would connect San Francisco with Eureka and, eventually, Seattle. Two competing rail lines were on the drawing boards. E.J. Harriman, president of the Southern Pacific, planned one and E.P. Ripley, head of the Santa Fe, planned the other. As expensive as it might be to the big companies paying the bills, the competition was quite welcome to residents of the redwood country who wanted rails for passengers and freight. Perhaps the tremendous costs of building and maintaining the railroad from Fort Bragg frightened the Southern Pacific and Santa Fe over the price tags of pushing rival lines through similar terrain to reach Eureka. The two giants in 1906 reached a compromise that opened the way for the eagerly-awaited rail route. Under the agreement, the lines formed the jointly-owned Northwestern Pacific to build and operate the link. This brought great heart to loggers and other residents.

The Union Lumber Company recognized the value of a rail connection to the NWP and thence to all America for Fort Bragg residents and for shipping redwood products. As part of the efforts to complete

Locomotive 22 wears a screen on its smoke stack to arrest the chance of fires when it operated in the forests. BELOW: Despite their relative novelty in the early twentieth century, cameras appeared frequently in the woods. These construction workers stopped for a photograph by a pile of ties. (Both Photographs: CWR)

**ABOVE: Mack Rail Bus M-80, which became famous as the Skunk, rolls over a bridge soon after going into service in 1926. It was then initially olive green. RIGHT: This photograph of M-80 was made soon after it went into operation. Note the hood that was distinctive of Mack Trucks in the era. (Both: CWR)**





**Here is a 1904 photograph of the 512-ton S.S. Brunswick, which flew the flag of the Union Lumber Company's National Steamship line from 1903 until 1931.**

a rail link to Willits, on June 5, 1905, officers incorporated the California-Western Railroad and Navigation Company. This firm assumed operation of the Fort Bragg Railroad. Despite the "navigation" in its name, the new company never operated ships, even though Union Lumber did so until 1940 through its National Steamship subsidiary. In 1948, the firm dropped the hyphen and reference to navigation and became simply the California Western Railroad.

Before the railroad was built, ships indeed provided an important means of transporting both people and products between Fort Bragg and the outside world — the latter being epitomized by San Francisco.

Before establishing the CWR, the Union Lumber Company looked to the sea by its 1901 incorporation of the National Steamship Company, a firm that during approximately forty years of operation owned eight ships. The sea offered a relatively easy means of travel during the late nineteenth century when

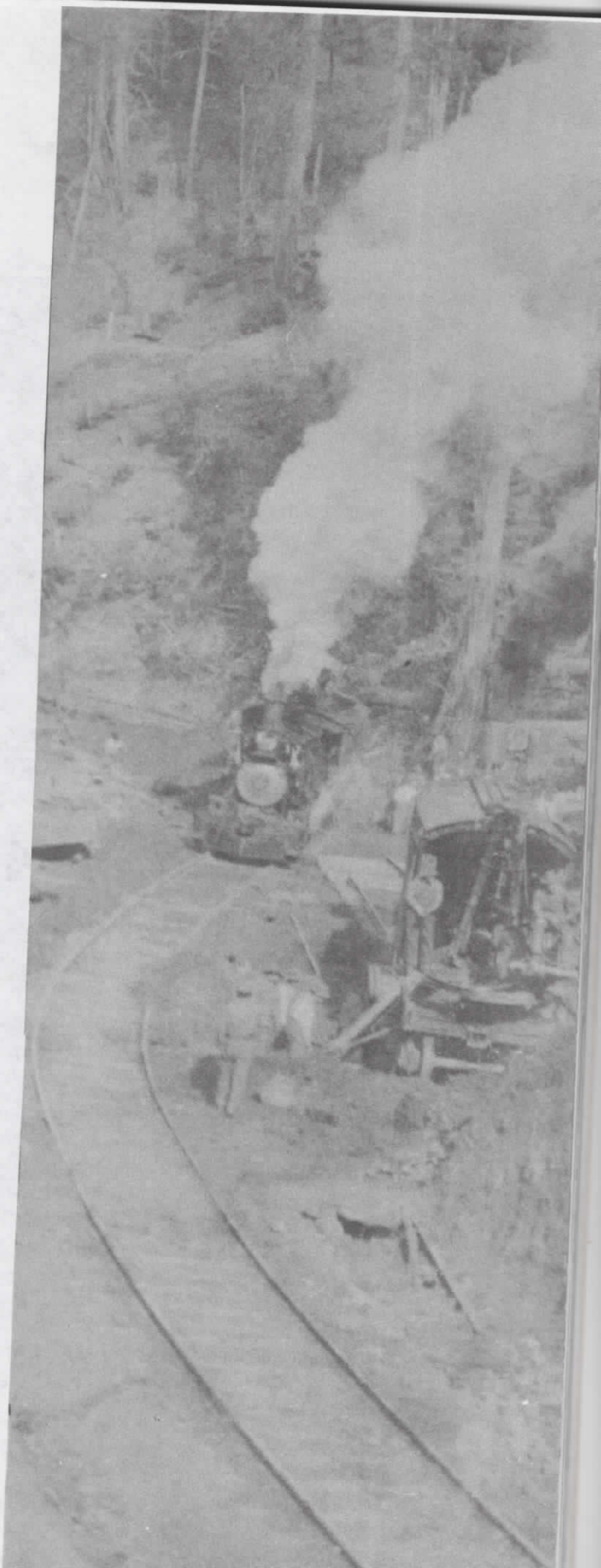
there were few motorized vehicles, highways were yet to be invented, and rails still were to be stretched from Fort Bragg to civilization.

Travelers much preferred comfortable quarters aboard a ship, even though the sea often was rough, to a rougher stagecoach trip over rutted roads and the prospects of bandits, and primitive inns between Fort Bragg and the Bay of San Francisco. It was also easier to load lumber on a ship than to divide it among several mule-drawn wagons that would creep over the primitive roads.

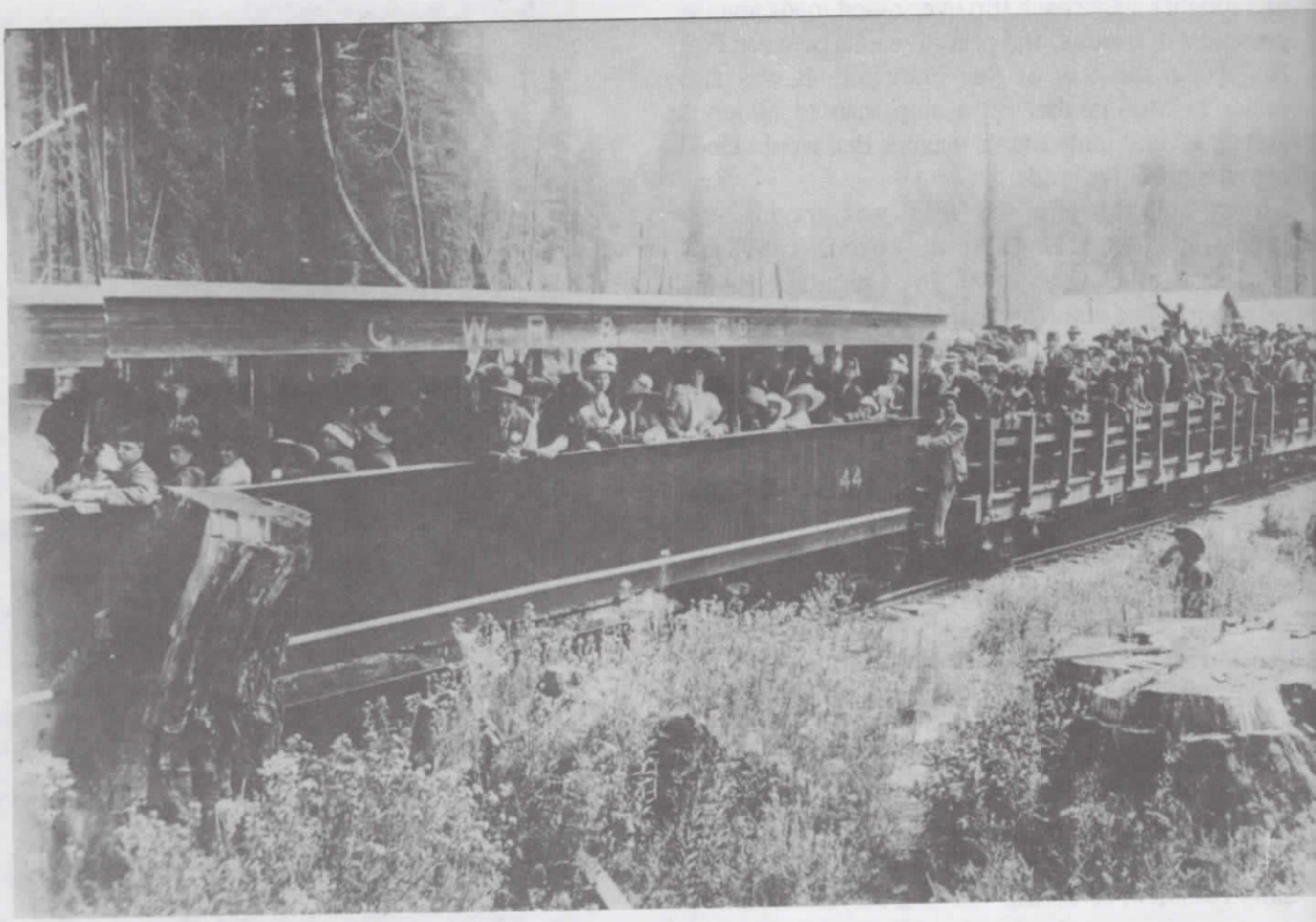
First ship to join the fleet was the 512-ton Brunswick, built at North Bend, Oregon, in 1898 and purchased five years later by Union's National subsidiary. The company acquired the National City, a 310-ton vessel built in 1888 at San Francisco, in 1906 — just in time to help when the earthquake jolted Fort Bragg. In 1908 the company acquired the 415-ton Coquille River, constructed in 1896, and the Arctic, built in 1901. Three ships christened Noyo flew the National flag at varying times. A gas schooner, Coquet, was the company's eighth ship.

Travel and shipping on the vessels was hardly what one expects today on an ocean voyage. The seas pound the waters of northern California, and the coast abounds with rocks against which stormy waves can smash ships. In addition, there are treacherous currents which can sweep ships toward rocks or the rugged shores. There are numerous records of tragedies involving wrecks on the northern California coast involving ships in the nineteenth and early twentieth centuries. The first Noyo, Fort Bragg newspapers reported in late January 1896, hit a storm 36 hours after leaving the city with several passengers and a redwood cargo on its deck. Waves washed away part of the cargo and flooded the engine room. Despite the ordeal, the passengers and ship reached port safely.

The first Noyo was wrecked in 1914, and the second Noyo, a 1,419 steam schooner purchased in 1923, was wrecked in 1935. The Arctic was wrecked



**A California Western locomotive steams past an area where construction was under way. Note how the trees had been logged, thanks to the convenience of the railroad. (CWR)**




**Passengers enjoy one of the many excursion trips between Fort Bragg and Willits which were offered when the line was completed. (CWR)**

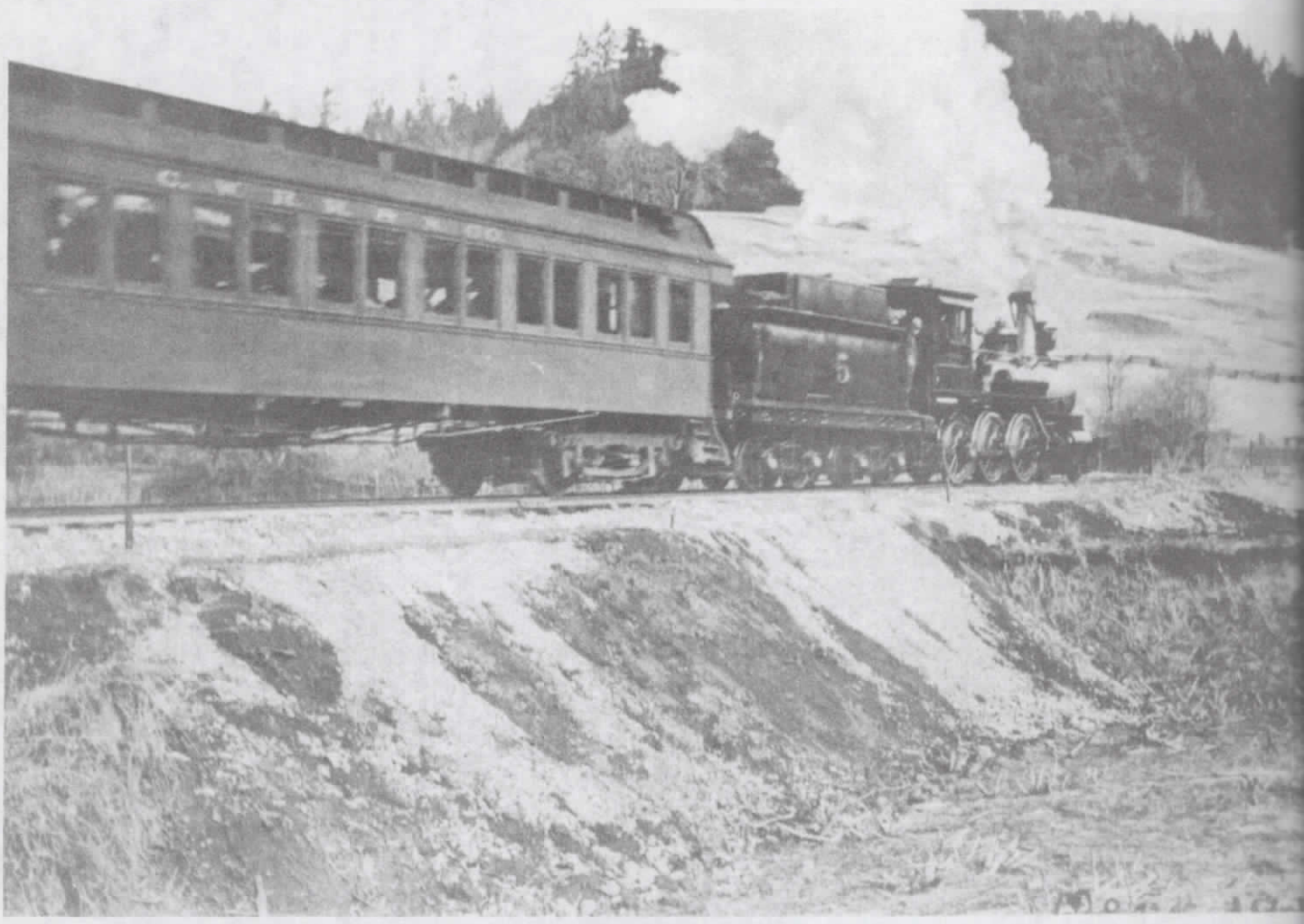
on the rocks in 1922. The Union Lumber Company gradually moved out of the maritime industry. The Hammond Lumber Company purchased the Brunswick in 1931, and Peru acquired the National City in 1918. The third Noyo was the last ship to fly the company's flag. A 1,484-ton vessel purchased in 1935, it was sold five years later to Thailand.

The Iron Horse — and the Skunk — rather than ships reigned supreme in the redwoods.

Hardly was the California Western organized than it was called to duty during the 1906 earthquake that severely damaged San Francisco and also rocked the Mendocino coast. A fire threatened the Fort Bragg lumber mills, but a locomotive fortunately was under steam at the time of the quake. It sped to the scene and pumped water on the flames before damage could spread.

Pushing the tracks to Willits proved a difficult and expensive task. Each mile brought new challenges of rough terrain, rivers, and streams to cross. The tracks

IRMULCO



**This historic photograph was taken December 19, 1911, as Locomotive No. 5 sped from Fort Bragg to Willits with the first passengers to travel the new Redwood Route. (California Western Railroad)**

in 1910 reached Burbeck, just five air line miles from the proposed terminus in Willits. Construction engineers announced that so steep were the mountains that it would take 12 miles of tracks to travel that five miles and reach the city. Nevertheless, CWR officials decided to complete the line. The railroad conquered the final mountain barrier early in 1910 with the 795-foot long Tunnel No. 2, with local laborers constructing the project.

Building the California Western was indeed a costly task in regard to labor, financing, and engineering skills. While the transcontinental railroads received government subsidies and generally followed easier terrain, the CWR received its entire financing from its owner, the Union Lumber Company. Logging along the way, of course, helped pay the costs. Redwood lumber, preferred over pine for railway ties because of its durability, came, of course, from the Union mills. The mountainous terrain was the CWR's greatest enemy during construction. Longer railroads ordinarily had extensive flat areas to cover, a fact that helped absorb the higher costs of pushing tracks through mountainous or other rough terrain. Since the entire route offered virtually no flat areas, the construction price tag was high. It took 40 miles of track to reach a destination only 22 airline miles away. There were countless curves as the tracks,

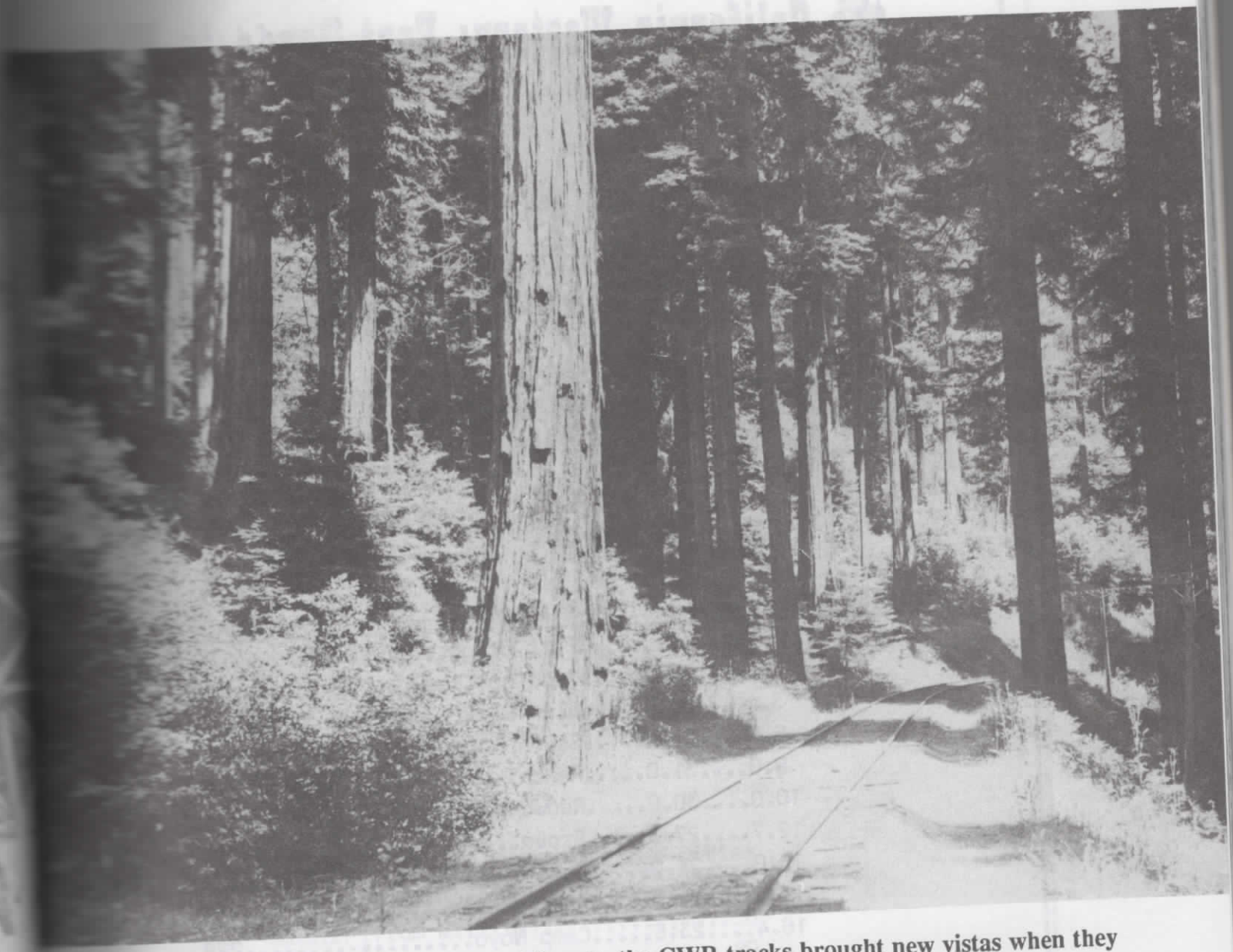
[illegible] the natural route of the Noyo River canyon, [illegible] further into the mountains. The tracks [illegible] back and forth over the river to take [illegible] of the most favorable terrain. Many [illegible] and thirty-four degree curves — [illegible] sharp for a railroad — carried the tracks [illegible] the forests and up the mountains. One trestle [illegible] in a perfect letter "S" to help conquer the [illegible] route. This trestle eventually was replaced [illegible] fill.

[illegible] of building the California Western added [illegible] an expensive project — probably much more [illegible] than the records show. The CWR was [illegible] at $1 million, which would have valued [illegible] and its equipment at $40,000 a mile, or [illegible] less than the $100,000 per mile average capitalization for railroads at the time. A 1914 California Railroad Commission report reflected the CWR's high value. The company estimated the cost for replacing the entire railroad would be $1,876,860. The state agency, which often halved valuations placed by other railroads, very nearly agreed. The commission estimated that the price tag for reproducing the CWR tracks and equipment would be $1,724,900. This, of course, was in 1914 dollars. The cost would be many times that amount in dollars of the 1990s.

Regardless of costs, the CWR pushed onward, and in late 1911 finally reached Willits.

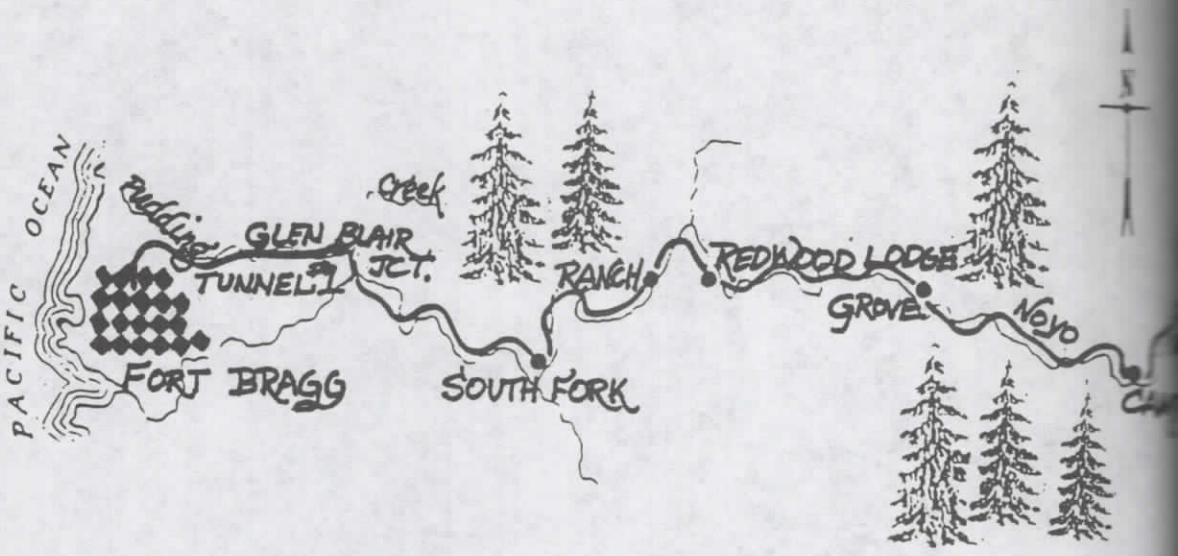
Completion of the railroad had been the prime subject of talk for months in Fort Bragg business circles, lodges, women's club meetings, and in the

**The crowd at Willits gave an enthusiastic welcome to the first train from Fort Bragg in 1911, gathering around the depot when this picture was made. (CWR)**

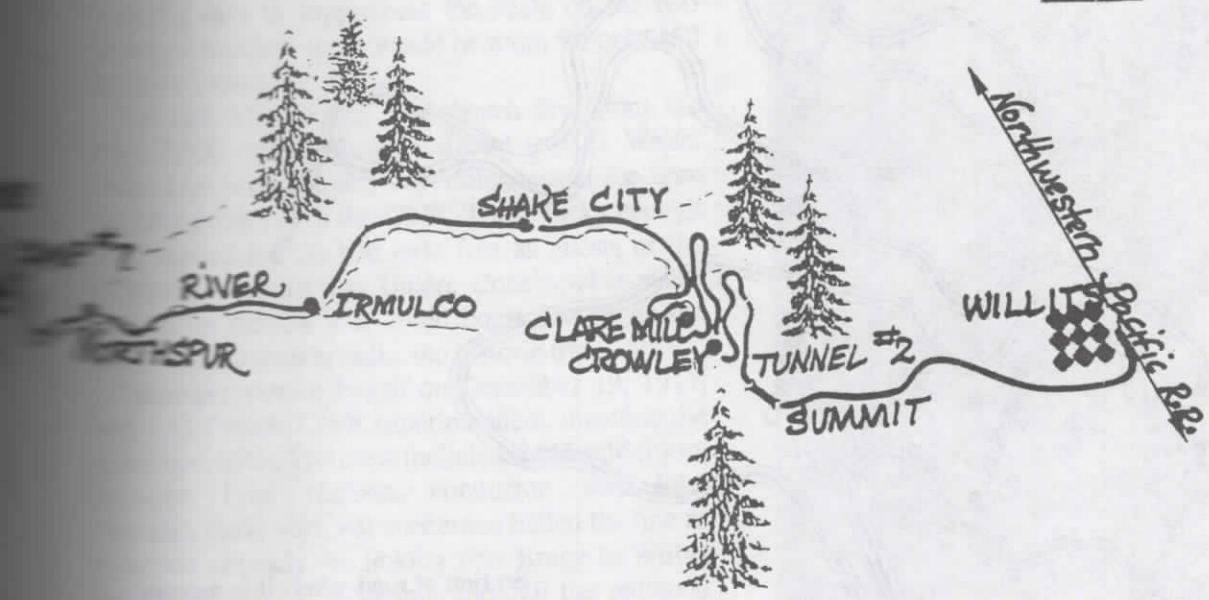


**Stretching through the great redwood forests, the CWR tracks brought new vistas when they were completed in 1911. LEFT: A train filled with merry-makers rolls over an immense trestle on the CWR line. Note the short cars required in order to negotiate the sharp curves. (Both Photographs: CWR) NEXT PAGES: Here is a map showing the CWR route from Fort Bragg to Willits, with stations and mileages.**

# the California Western: Fort Bragg to Willits



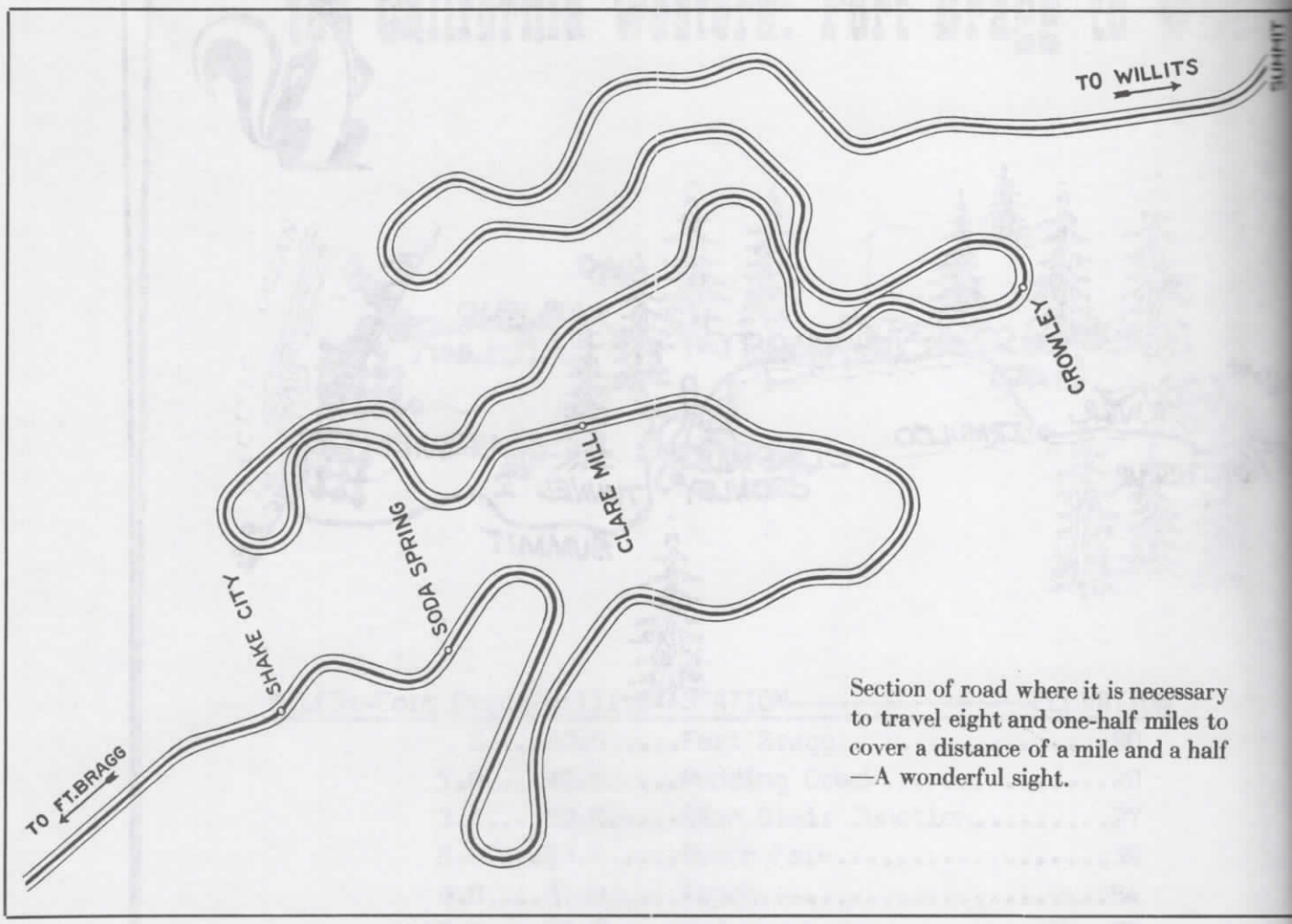

| MILES:-Fort | Bragg/Willits--STATION | ELEVATION |
|---|---|---|
| 0 | 40.0 Fort Bragg | 80 |
| 1.0 | 39.0 Pudding Creek | 20 |
| 3.4 | 36.6 Glen Blair Junction | 27 |
| 6.6 | 33.4 South Fork | 39 |
| 9.0 | 31.0 Ranch | 64 |
| 10.0 | 30.0 Redwood Lodge | 78 |
| 12.7 | 27.3 Grove | 125 |
| 15.0 | 25.0 Camp Three | 199 |
| 16.0 | 24.0 Camp Four | 228 |
| 16.4 | 23.6 Camp Noyo | 229 |
| 18.1 | 21.9 Alpine | 264 |
| 20.0 | 20.0 Camp Seven | 292 |
| 20.5 | 19.5 Noyo Lodge | 308 |
| 21.3 | 18.7 Northspur | 322 |
| 23.9 | 16.1 Irmulco | 408 |
| 26.8 | 13.2 Shake City | 560 |
| 27.7 | 12.3 Burbeck | 688 |
| 28.7 | 11.3 Soda Springs | 808 |
| 30.4 | 9.6 Clare Mill | 1,023 |
| 32.6 | 7.4 Crowley | 1,375 |
| 33.8 | 6.2 Crater | 1,513 |
| 35.4 | 4.6 Summit | 1,740 |
| 37.5 | 2.5 Rodgers | 1,433 |
| 40.0 | 0 Willits | 1,362 |




Map by Victoria Crump-McCarthy

Mileage-to/from-Fort-Bragg/Willits-&-Other-Cities

| | |
|---|---|
| Albion (from Fort Bragg) | 18 |
| Albion (from Willits) | 58 |
| Cloverdale | 80 |
| Eureka | 145 |
| Fortuna | 125 |
| Garberville | 70 |
| Jenner | 97 |
| Lane's Redwood Flat | 44 |
| Rockport (to/from Fort Bragg) | 28 |
| Rockport (to/from Willits) | 68 |
| San Francisco/Oakland | 170 |
| San Jose | 210 |
| Santa Rosa | 115 |
| Scotia | 114 |
| Ukiah | 60 |




Section of road where it is necessary to travel eight and one-half miles to cover a distance of a mile and a half —A wonderful sight.

## STATIONS, DISTANCES, ELEVATION, Etc.

| DISTANCE | STATIONS | ELEVATION |
|---|---|---|
| .0 | Fort Bragg | 80 |
| f 1.0 | Pudding Creek | 20 |
| f 3.4 | Glen Blair Jct. | 27 |
| f 6.7 | South Fork | 39 |
| f 9.0 | Ranch | 64 |
| f 10.0 | Redwood Lodge | 78 |
| f 12.6 | Grove | 125 |
| f 15.0 | Camp Three | 199 |
| f 16.0 | Camp Four | 228 |
| f 18.0 | Alpine | 264 |
| f 20.0 | Camp Seven | 292 |
| f 20.5 | Noyo Lodge | 308 |
| 21.2 | Northspur | 322 |
| f 21.3 | Noyo River Tavern | 330 |
| 23.9 | Irmulco | 408 |
| f 26.7 | Shake City | 560 |
| f 27.7 | Burbeck | 688 |
| f 28.7 | Soda Springs | 808 |
| f 30.2 | Clare Mill | 1023 |
| f 32.6 | Crowley | 1375 |
| f 33.8 | Crater | 1513 |
| f 35.2 | Summit | 1740 |
| f 37.5 | Rodgers | 1433 |
| 40.0 | Willits | 1364 |

| DISTANCE | STATIONS | | ELEVATION |
|---|---|---|---|
| .0 | Willits | N.W.P. | 1364 |
| 25.55 | Ukiah | " | 610 |
| 54.31 | Cloverdale | " | 315 |
| 71.51 | Healdsburg | " | 99 |
| 85.76 | Santa Rosa | " | 151 |
| 137.87 | San Francisco | " | 4 |
| .0 | Fort Bragg | | 80 |
| 1.0 | Pudding Creek | | 20 |
| 3.4 | Glen Blair Jct. | | 27 |
| 6.5 | Glen Blair | | 130 |

f—Train stops only on signal or to leave passengers.
Passenger train service in either direction daily.
Connects with the Northwestern Pacific Railroad at Willits.
Stage connections are made at Fort Bragg for points up and down the coast.


***California Western Railroad and Navigation Company***

FORT BRAGG, CALIFORNIA

1011 Crocker Bldg., San Francisco, Cal., Phone Sutter 6170

Issued 1917

logging camps. Everyone in Fort Bragg wanted to be among the first to ride behind the Iron Horse on its historic initial trip through the redwoods and over the mountains to Willits. Even by installing benches on three flat cars to supplement the seats on the two passenger coaches, there would be room for only 150 fortunate guests.

The task of selecting the chosen few from the city's 2,500 residents was assigned to F.C. White, Union Lumber Company superintendent at the time and later president of the CWR. Those lucky enough to be invited for the trip rode free as guests of the California Western and Union. Considerable status went to the person who could boast that he or she had been beckoned to make the historic trip.

Passenger service began on December 19, 1911, with J. C. French, CWR superintendent, directing the actual operation. The crew included Ed Hendrickson, engineer; Fred Hanson, conductor, and John Pimentel, brakeman. All concerned hailed the line as a success not only for linking Fort Bragg to Willits but for permitting excursions through the redwood — as popular then as they are today. The railroad, with its spectacular scenery, also attracted many excursionists from San Francisco and beyond.

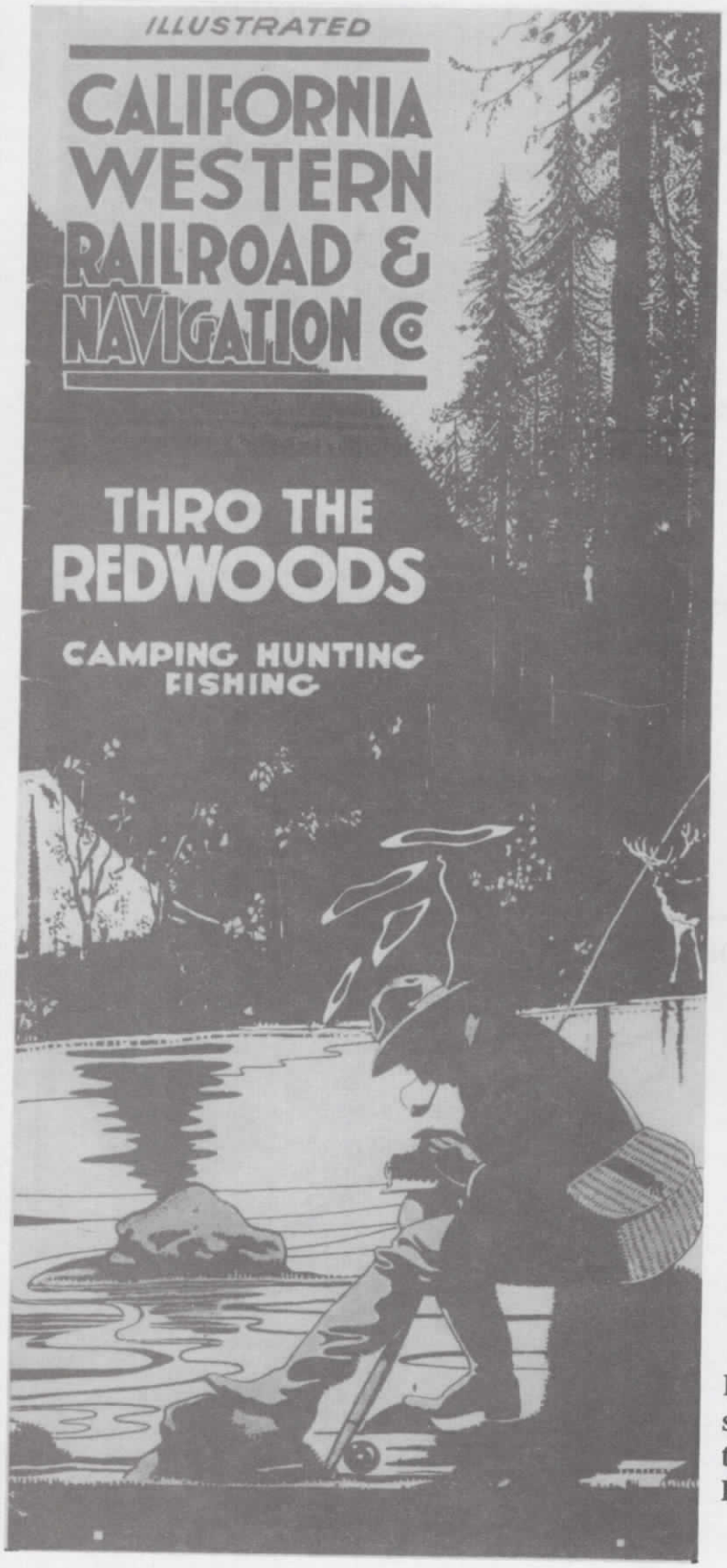
In 1913, the Northwestern Pacific Railroad from San Francisco reached Willits, at last providing direct and cheaper service to the tracks throughout America for both timber products and passengers. Laborers continued building the NWP northward. The immense costs of construction through the rugged mountains, however, forced its owners to abandon their original goal of reaching Oregon and rail connections to northern sections of America.

The railroad opened a new era for residents and visitors. Instead of a dusty, tedious trip by stage, passengers could board the California Western at 10 a.m., reach Willits at 12:30 p.m., and continue via the

*Where one track is almost directly over the track lower down.*

16

**A 1917 folder issued by the CWR showed the wonders of The Redwood Route. LEFT: This section gave prospective travelers an idea of the twisting route and listed mileages and elevations. RIGHT: This illustration showed an excursion train stopping so that passengers could look down on the curving track.**




Northwestern Pacific. Late that evening the NWP reached the town of Sausalito, just a ferry boat ride across the Golden Gate to San Francisco. Wharton Taylor, at the time the CWR's general traffic agent, found himself selling tickets not just to San Francisco but to cities throughout the United States. The new rail connection enabled the Union Lumber Company to ship timber directly from its Fort Bragg mill, making it more competitive with other suppliers.

The CWR's slogan told the story: "The Redwood Route." As the years passed, the scenic line with its bridges, sharp curves, tunnels, meadows, mountains, forests, and wild animals scurrying as the train passed endeared itself not only to residents of the Mendocino Coast but also to visitors from all over the world.

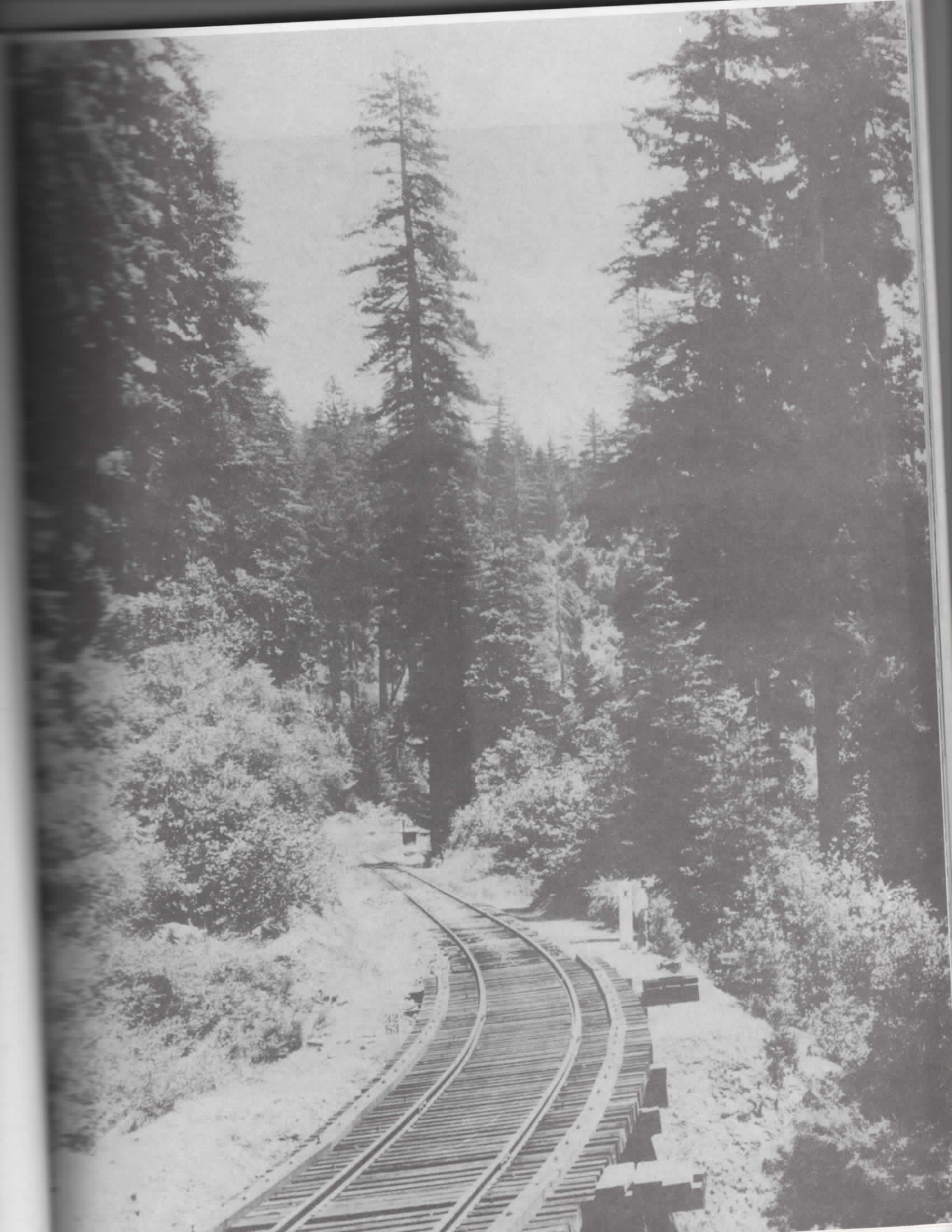
The 1920 census gave Fort Bragg a population of 3,000, an increase of nearly 20 percent in a decade. While people were pleased with CWR service, they yearned for faster travel to San Francisco. This was an era when the metropolitan city reigned supreme. Local stores in the smaller communities stocked the basic needs, but there were no suburban malls or shopping centers such as those that became commonplace soon after World War II. San Francisco was the place where area residents wanted to visit and shop.

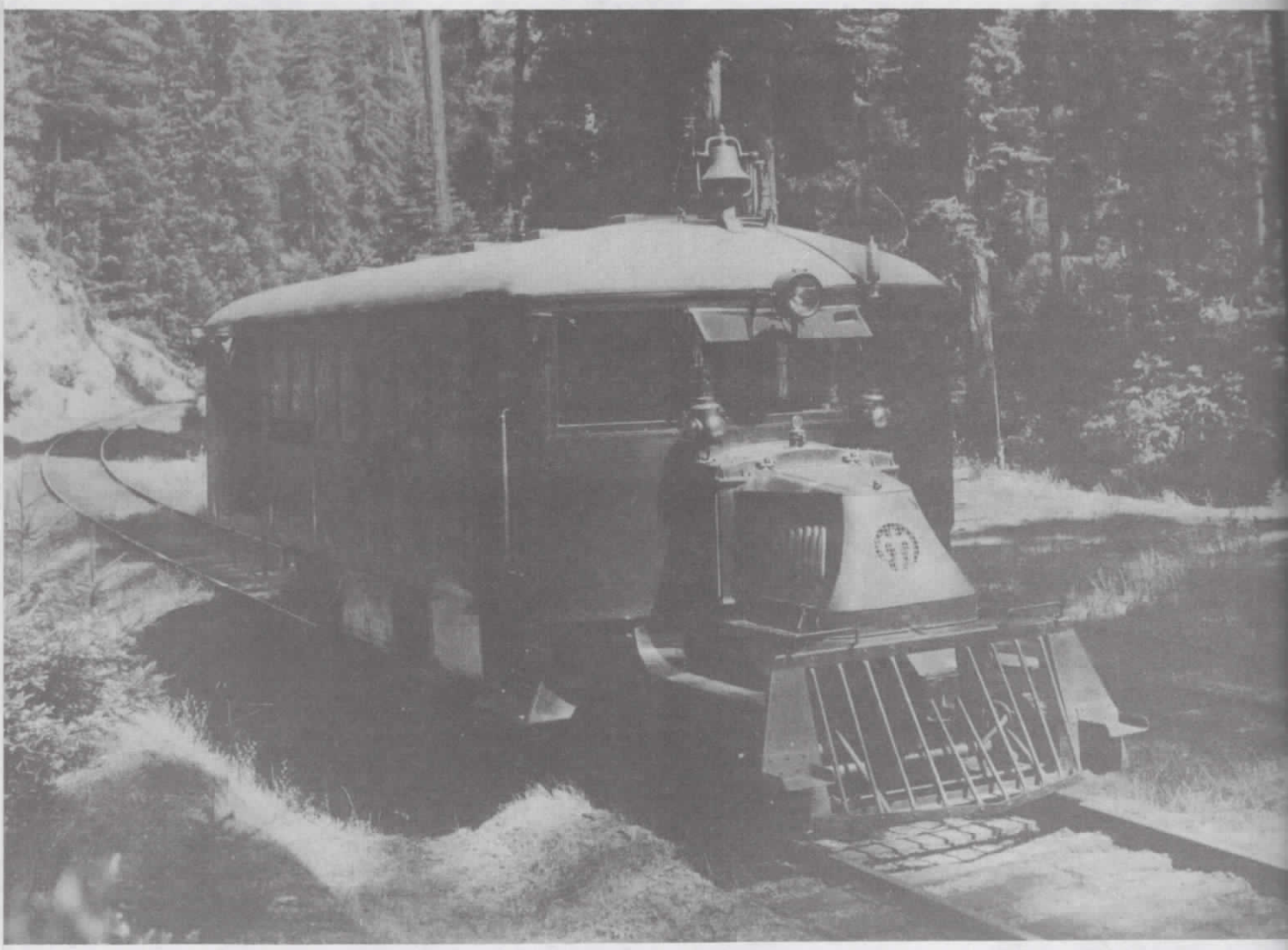
The desire for more convenient service was answered May 29, 1921, when the CWR began daily Pullman service. The sleeping car, along with a baggage coach, left Fort Bragg at 9 p.m. and arrived in Willits at 11:15 p.m., waiting there until 2 a.m. Then the two cars were coupled to the southbound Northwestern Pacific train reaching Sausalito at 9:05 a.m.

Fort Bragg travelers truly could "Wake up in San Francisco," as contemporary advertising proclaimed.

The return schedule called for an 8:45 a.m. departure from Sausalito, with arrival in Fort Bragg at 8:05 p.m. Other passenger trains continued to run

**LEFT: The cover of this 1917 CWR brochure suggested the many attractions awaiting rail travelers to the redwoods. RIGHT: The Redwood Route.**





**Mack Rail Bus M-80 begins service in its new home in the redwoods. The vehicle's hood was similar in design to the ones used extensively on Mack trucks in the 1920s. (CWR)**

daily, leaving Fort Bragg at 10 a.m. and departing from Willits at 2 p.m. for the return trip. The redwood country dwellers moved closer to the attractions of big cities!

Over the years, the California Western became an important part of life on the Mendocino Coast. The trains not only took local people to the outside world, but they brought commercial travelers to town and sightseers to the redwoods in comfort. There are even reports of incidents whereby the train made special trips to bring an expectant mother or injured workman from a remote forest area to Fort Bragg in emergencies.

New creatures began making their way into the redwoods: Model Ts chugged and puffed over crude roads which became better by the year. Fewer people rode the railroads generally, and many nights the beautiful Pullman coach left Fort Bragg with few of its berths occupied. While 38,822 passengers rode the CWR in 1923, the line carried only 20,097 people in 1925. Pullman service from Fort Bragg ended November 3, 1928, and in view of declining passenger service, CWR officials sought more ways to reduce costs. One major expense covered

maintaining the route for daily passenger service when rains and floods damaged the track. While railroads devoted exclusively to logging could delay moving freight cars, a line such as the CWR that carried passengers had to move quickly with repairs to restore service. Despite declining passenger service, the CWR had the expense of operating a locomotive and coach even though only a handful of passengers rode on each trip.

One suggestion for cutting expenses came from Mack Trucks, Inc., the producer of heavy trucks whose trademark was a sturdy bulldog.

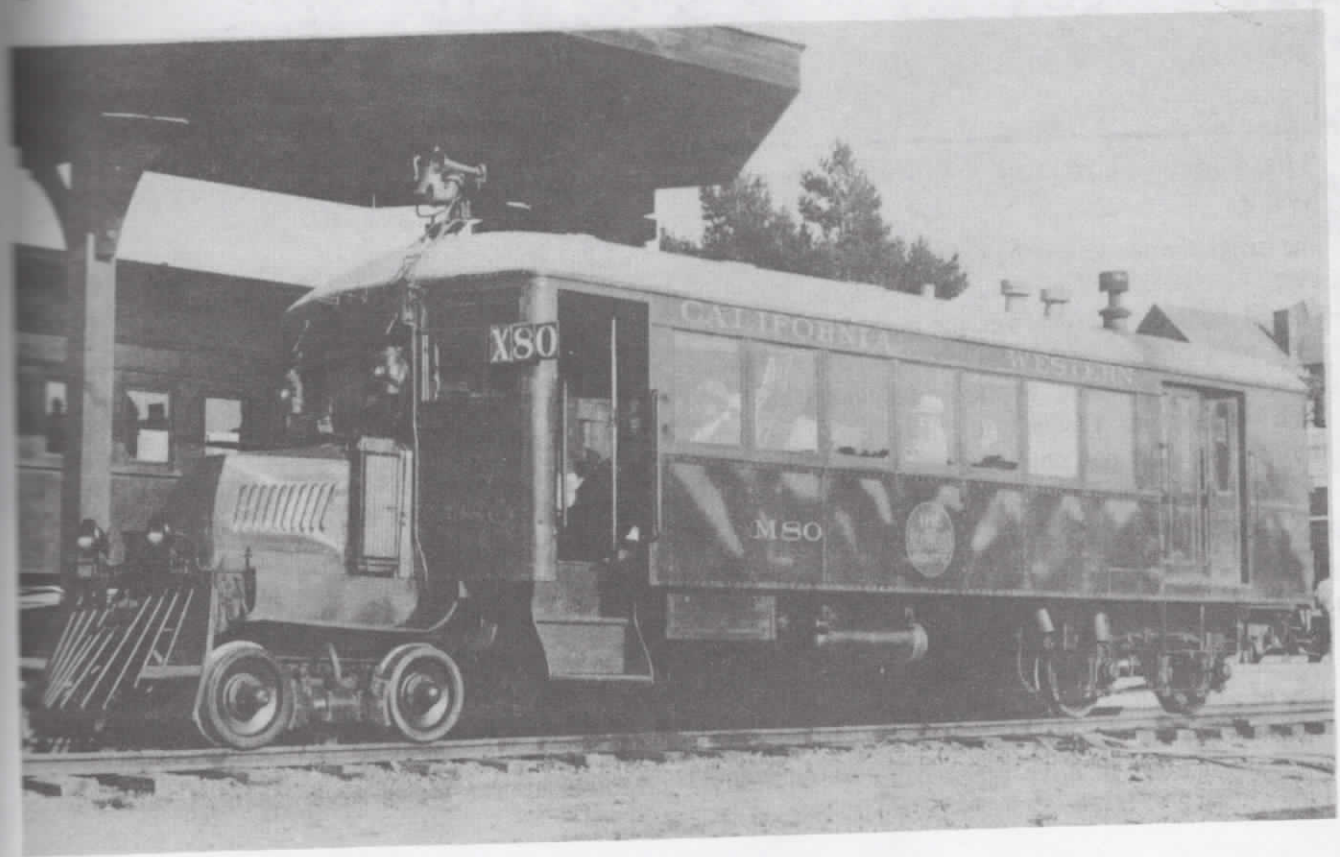
Seeking new markets, Mack designed and in 1920 began building gasoline-powered buses mounted on rail wheels. These vehicles offered savings by substituting a driver for the engineer, fireman, and brakeman required for a conventional steam locomotive train. There would be further savings through the costs of maintaining only a bus instead of a locomotive and its coaches. In addition, the buses could start and stop easier, therefore being better suited for short line travel with numerous stops.

Other companies also began building similar rail buses, which were the predecessors of today's diesel-powered locomotives at a time when steam engines were virtually the only means of motive power.

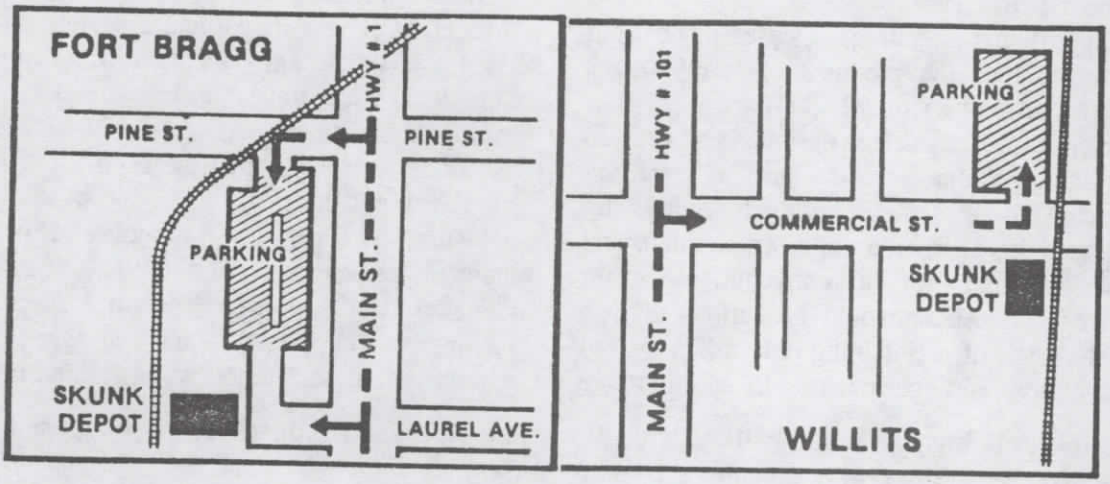
Mack completed a 35-passenger rail bus, tagged "Model ACX" for its particular design, on October 19, 1923, at its plant in Allentown, Pennsylvania. Complete with toilet facilities and a baggage compartment, its price was $12,524. It was a good buy because it eliminated the need for coaches and supporting personnel.

Searching for ways to reduce expenses yet maintain passenger service, CWR general manager Carleton A. Curtis went east to inspect the bus. Favorably impressed, he arranged for a demonstration on The Redwood Route in 1925. The

**The Mack rail bus, adorned with a circular "The Redwood Route" emblem, posed for this picture after entering CWR service in 1926. (CWR)**



# How to Reach the Depots




**These maps show how visitors can reach the California Western depots in Fort Bragg and Willits.**

line officially purchased the vehicle on December 30, 1925. Numbered "M-80," the letter indicating that it carried its own motive power, the bus entered service with passengers and onlookers both amused and pleased. Townspeople applied nicknames ranging from "Galloping Goose" to "Tin Lizzy" before finding one that not only seemed suitable but also helped to bring fame to the California Western.

The name, of course, was "The Skunk."

There is no documentation of how or with whom the name originated. The most popular story hold that trainmen who were familiar with steam locomotives said that the gas fumes were "like the odor of a skunk."

However the name started, The Skunk — originally garbed in olive green paint — faithfully began serving passengers. The blast of its horn became familiar and welcome along the Redwood Route.

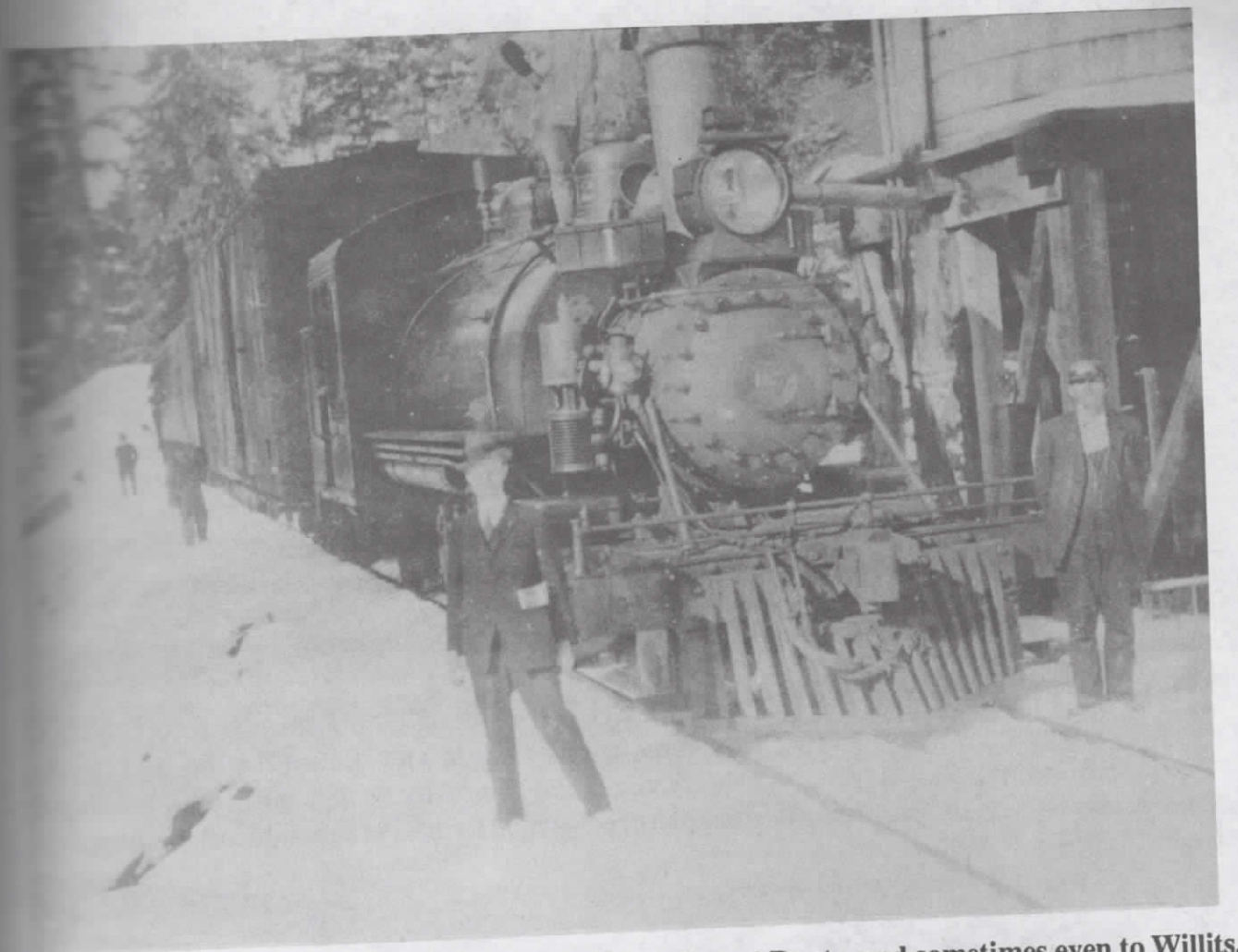
While automobiles reduced the number of passengers on the California Western, so did the Great Depression of the 1930s and early 1940s. With less money, both visitors and Fort Bragg residents stayed at home rather than travel.

When other rail buses became available, the CWR purchased them for stand-by service. These were the acquisitions, all assigned "M" prefixes to note that they carried their own motive power.

M-100, was acquired in 1936 after having been constructed in 1926 by the Edwards Railway Motor Car Company of Sanford, North Carolina. The Morehead and North Fork Railroad of Kentucky

**This Studebaker automobile was equipped with rail wheels so that it could operate on the Glen Blair Lumber Company trackage, which connected with the California Western tracks. In the car are members of the Blair family, touring their empire on a spring day in 1913. (Hugh Tolford Collection)**

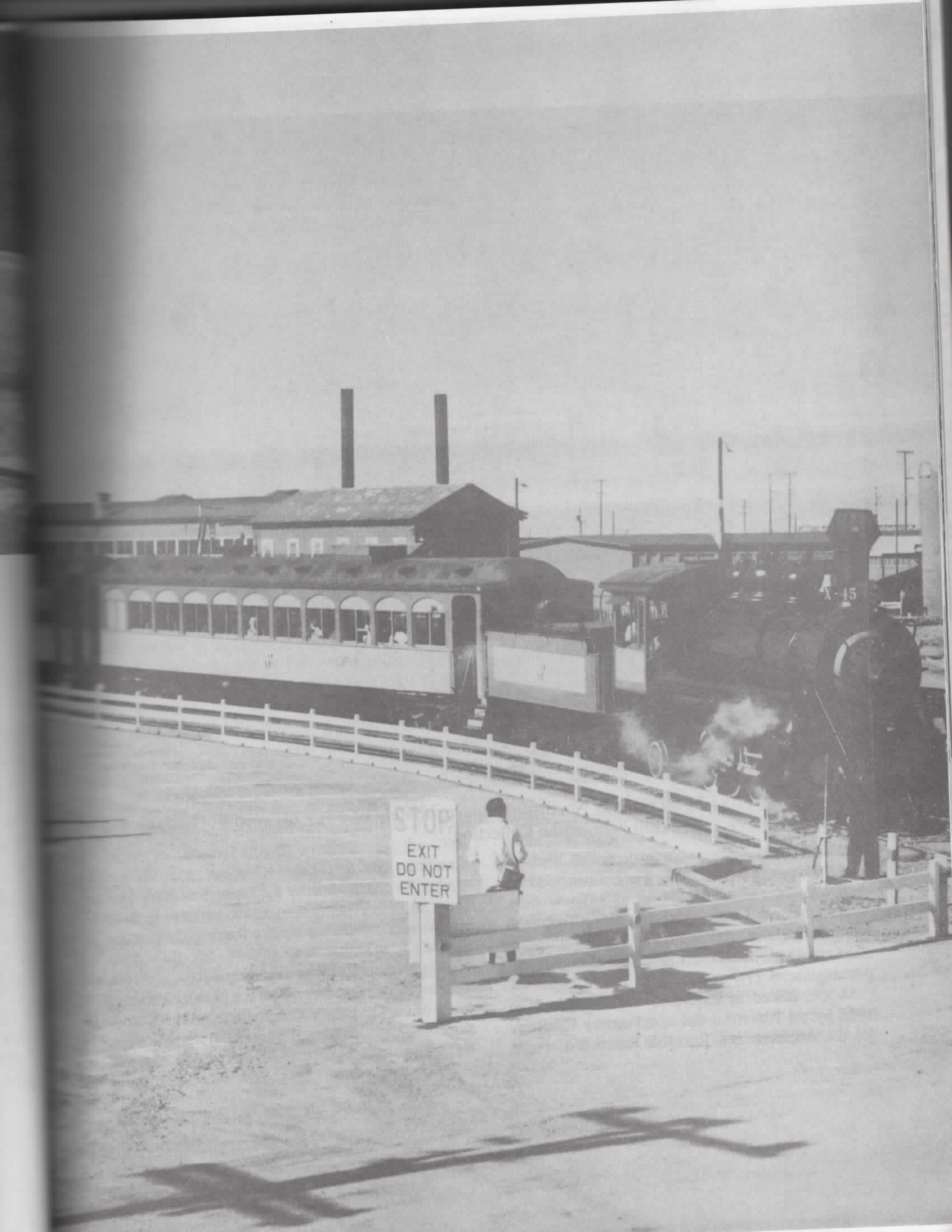
# When it snows --



**Winter can bring snow to the higher levels of The Redwood Route, and sometimes even to Willits. These photographs were made during the teens and twenties. ABOVE: Snow covered the ground at this stop for water. UPPER LEFT: A locomotive in the snow awaits coaches. LOWER LEFT: The train stopped for passengers to take this photograph. (CWR)**

# and snows!

**This early 1960s photograph shows Skunk M-100 travelling on The Redwood Route. Note the track below (right center) that the train must travel to gain elevation. (Watson and Meehan Collection) BELOW: Ray Regalia was a CWR official for many years and helped develop the Super Skunk. (RIGHT) The Super Skunk, pictured soon after its 1965 inauguration, prepares to leave Fort Bragg. (CWR)**


STOP
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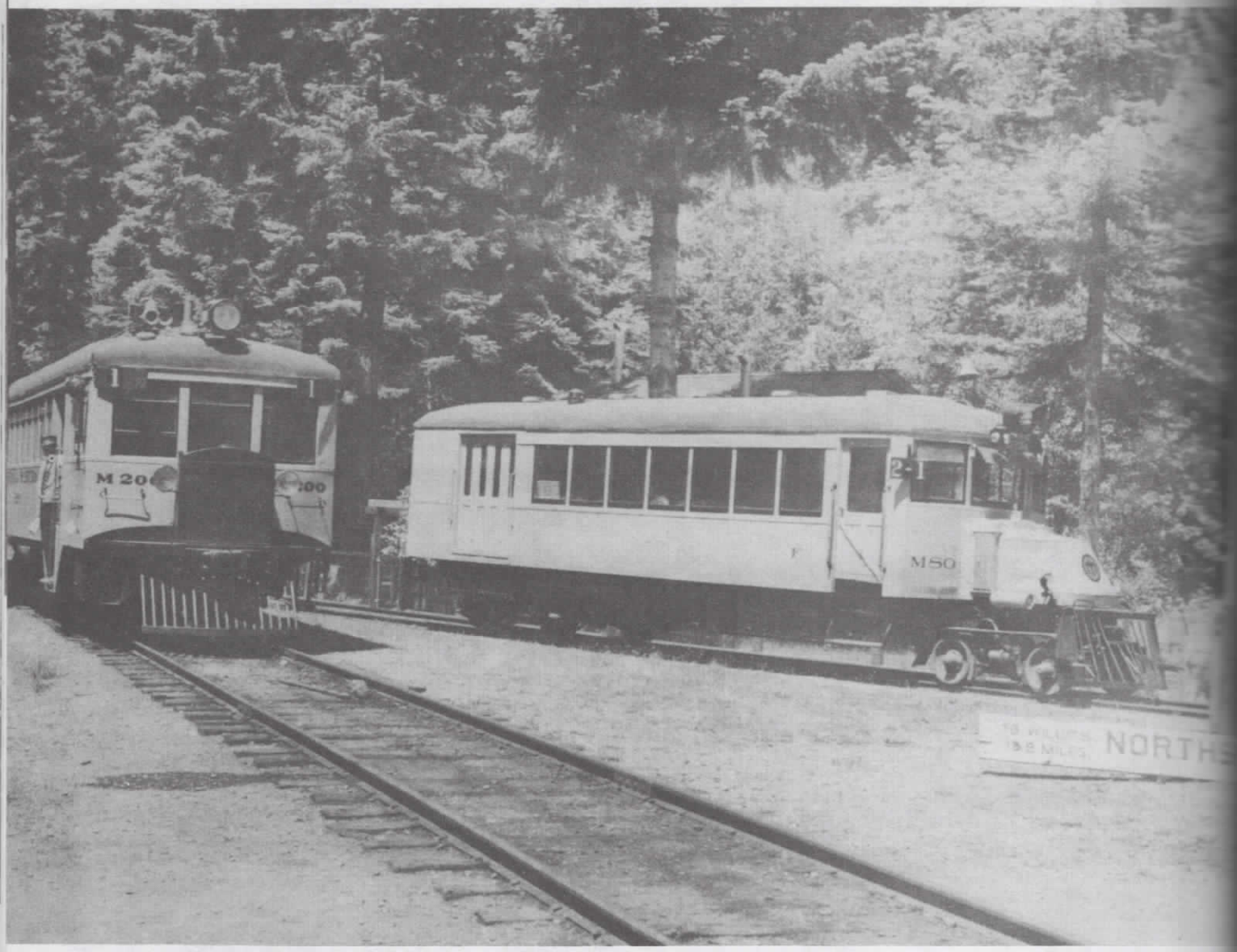



**Skunks M-200 and M-80 meet at Northspur, approximately midway between Fort Bragg and Willits, in the late 1950s. (Bill Pennington Collection)**

used it until its passenger volume decreased.

M-200, purchased in 1941, was built in 1927 by the Skagit Iron and Steel Works of Sedro-Wooley, Washington, for the Longview, Portland, and Northern Railroad of Oregon. The Trona Railroad in California's Mojave Desert used it until ending rail passenger service.

M-300, placed in service in 1963, was built in 1935 by the American Car and Foundry Company for the Aberdeen and Rockfish Railroad of North Carolina. The Salt Lake, Garfield, and Western Railroad's Saltair line to the Great Salt Lake later used it. Before going into CWR service, a diesel engine was installed to replace the original gasoline engine.

Despite the attractions of rails and redwoods, few people who resided away from the Mendocino Coast knew of the California Western until the 1950s when fame suddenly arrived. This celebrity status came through articles in Sunset Magazine, the National

**Gerald Allen became general manager of the California Western in 1985.**

Geographic, Trains, Model Railroader, and other publications. In addition, the CWR became better known through its use in the 1948 motion picture, Johnny Belinda, which won an Academy Award for Jane Wyman.

The California Western through the years has served as a popular location for several motion pictures. These films include the 1974 Walt Disney production Runaway on the Rogue River and the 1984 Paramount picture Racing with the Moon.

Passenger volume soared as fame arrived. In 1953, before the flow of articles on the Skunk, the CWR carried only 13,440 passengers. Eight years later it hauled 44,359 people — well above the 1923 peak mark — and was nudging the 50,000 mark.

Meanwhile, "progress" began to overtake motive power on the Redwood Route. The California Western purchased two diesel locomotives in 1949 and in 1956 acquired its third diesel. Coincidentally, it retired its last steam locomotives.

The Skunk rail buses reigned, carrying passengers between Fort Bragg and Willits. The diesel locomotives, at least for the time, served only freight trains.

As fame approached, the rail buses also began to sparkle visually. Their olive-green paint in the 1940s was replaced with yellow bodies and silver roofs. A final attractive touch for the buses came in 1959 with the addition of caricatures of a skunk wearing a conductor's hat.

The California Western in effect became Fort Bragg's second industry, the first being logging. While thousands of visitors came to ride the Skunks, more thousands came to photograph or merely look at them. Motels, restaurants, and other businesses opened to serve the travelers. Even model railroaders eyed the CWR. The Model Engineering Works of Monrovia, California, produced a HO scale model of Skunk M-80 with fascinating detail down to the Skunk insignia. Model Trains, published by Kalmbach Publishing Company in Waukesha, Wisconsin, in a September 1955 article by Andy Anderson suggested building a model layout based on the California Western. The layout featured the

**Refreshments and souvenirs are available during the stopover at Northspur. The facility has been operated for years by the Pratt family. Here are (from left) Diana Ballard-Doll, Doyle Pratt, "Mama" Doll, and Leonora Pratt.**

line's two tunnels, water towers, and redwood structures.

The author noted that one thing associated with the CWR that couldn't be bought at a hobby shop was "the spirit of friendliness" associated with the line.

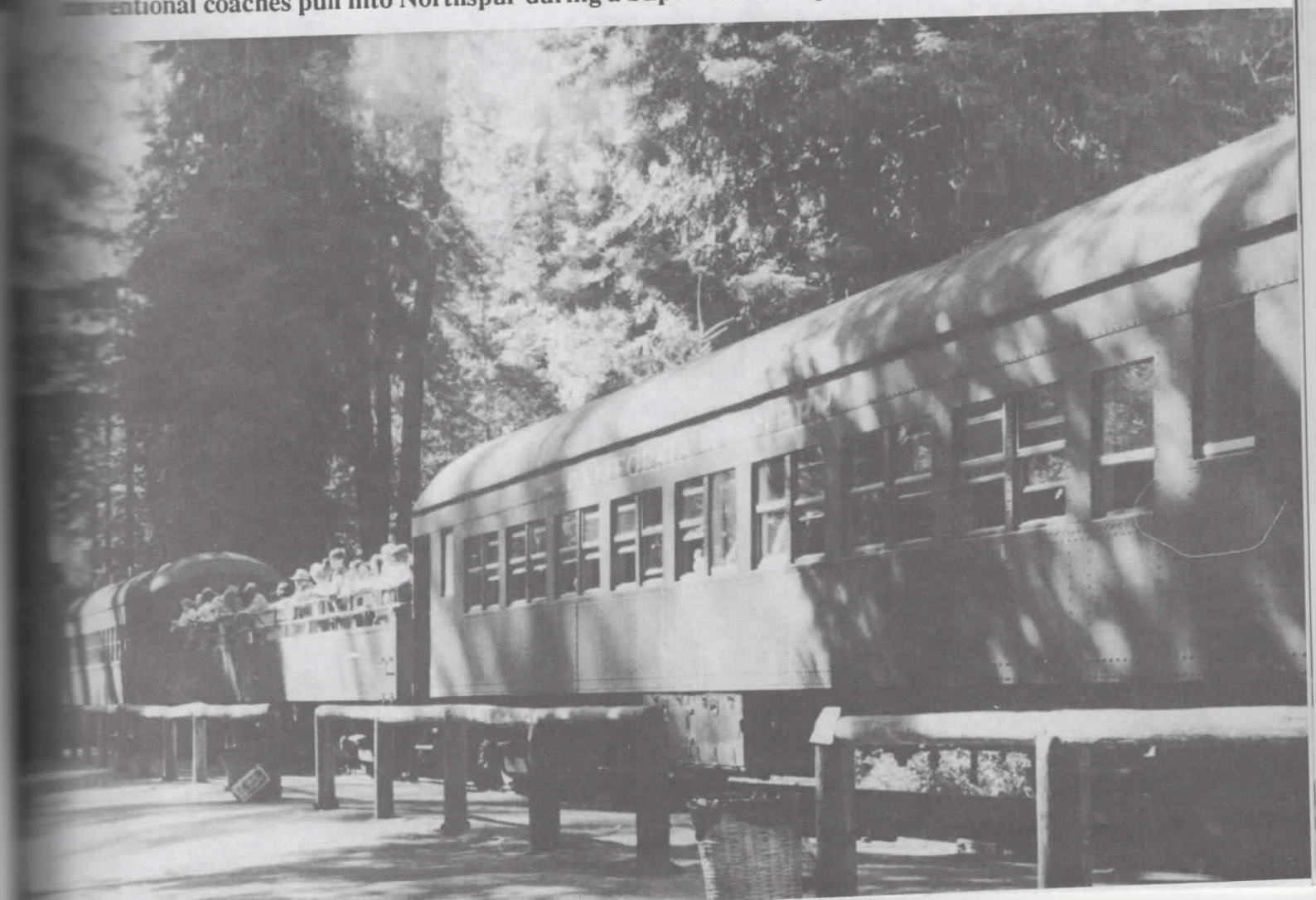
Despite the crowds that came to ride, profits eluded the California Western because the buses could not carry enough passengers to offset the tremendous cost of maintaining the right of way. Floods and landslides continually plagued the railroad. The situation became more difficult when Skunk M-80 was destroyed in a head-on crash with Skunk M-100 on September 26, 1964. The cause of the accident was one bus over-running a meeting point. The CWR promptly instituted precautions to protect riders from other accidents, but the fact remained that passenger capacity fell sharply with the loss of the unit. The wrecked M-80 remained in the California Western yard at Fort Bragg until June 1966. Officials then decided the bus could not be rebuilt and junked it. Rebuilt, the M-100 returned to service. Coincidentally, Skunk M-200 left CWR service January 11, 1975, and was donated to the Pacific Locomotive Society for use at its Castro Point facility.

A solution to the lack of capacity to carry more passengers came in 1966 from Ray A. Regalia, a long-time CWR employee and at the time assistant general manager, and manager from 1974 to 1977. To accommodate more passengers and thereby generate more revenue, the CWR would bring back steam power and conventional passenger coaches.

Thus the Super Skunk came into being.

Finding a suitable steam locomotive was no easy task since their production stopped years ago. After a search, the CWR located a Mikado-type 2-8-2

**ABOVE: Passengers gathered to see the Super Skunk in 1965, when it brought the return of steam power to the California Western Railroad. (CWR Photograph by Ed Frietas) Open cars and conventional coaches pull into Northspur during a Super Skunk stop there.**



ABOVE: Skunk M-200 made this stop for a photograph in the 1950s or early 1960s. (James Gayner Collection) BELOW: Here is the engineer's view from Skunk M-100. (Photograph by the Author.

**The California Western in 1949 acquired diesel locomotives, which replaced steam for freight service. These two diesels were carrying finished lumber and freight car from Fort Bragg to Willits during the 1960s. (CWR)**

super-heated Baldwin previously used by the Medford Corporation, an Oregon timber company. The oil burning locomotive, previously numbered "3," was rebuilt and designated No. 45 following the California Western's numbering system. Engine 44, also a Baldwin 2-8-2, had been scrapped in 1952.

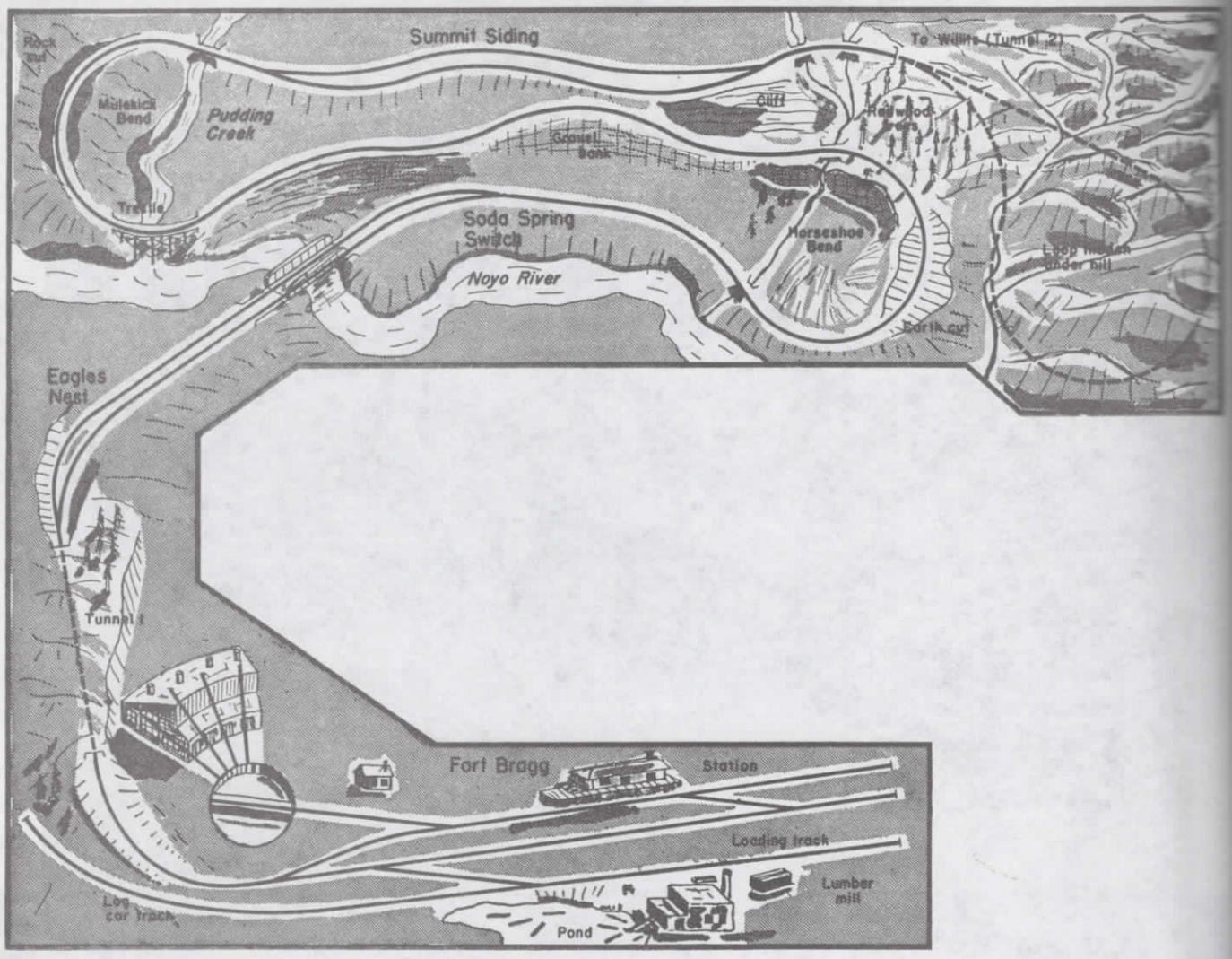
Obtaining coaches also presented a problem; longer cars could not negotiate the sharp CWR curves. Officials eventually found four 72-foot coaches built for the Erie Railroad in 1926 by the Standard Steel Car Company and previously numbered 2300, 2332, 2343, and 2344. San Francisco industrial designer William Landor and Associates supervised their refurbishing. Brilliant vermillion, cool red, gold, and black help create a feeling of nineteenth century elegance. The numbers 651, 652, 653, and 654 went onto the coaches, along with names from the forest through which they would travel: Cleone, Navarro, Noyo, and Sherwood.

On July 10, 1965, Super Skunk service started on the Redwood Route between Fort Bragg and Willits.

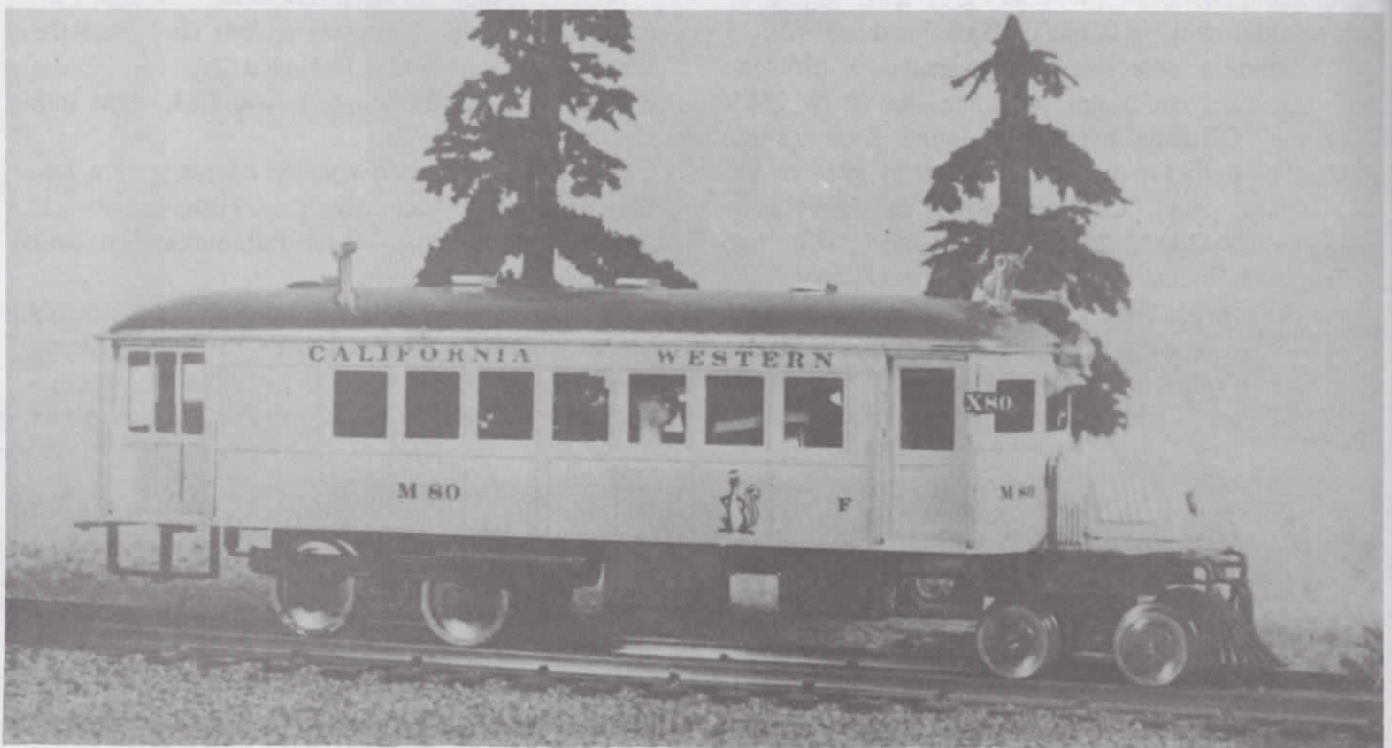
As hoped, the train lured thousands of riders. Two more coaches were promptly added. They were the Westport (No. 655) and DeHaven (No. 656). More coaches, numbered 681, 682, and 684, went into service in 1977.

Super Skunk service usually operates from late May until shortly after Labor Day, a time that attracts the most passengers. Skunk rail buses take over during the slower seasons.

For economy reasons, diesel locomotives generally supply motive power for Super Skunk operations in recent years. The steam locomotive burns 500 gallons of oil per trip, but a diesel




**ABOVE: This suggested model train layout incorporates many CWR attraction, including Pudding Creek, the Noyo River, horseshoe bend turns, and mountains. (© Model Railroader Magazine; used by permission) BELOW: This HO scale model of Skunk M-80 was offered by the Model Engineering Works.**



**California Western Railroad crew members pose by diesel 57 after its purchase in 1974. Constructed by the Baldwin Locomotive Works in 1954, the engine previously was used by the Southern Pacific. It was reconditioned and repainted for CWR use. (CWR Photograph by Ed Freitas)**

locomotive can cover the same distance by burning only 150 gallons. The difference in cost helps reduce the operating deficit. The CWR usually designates special days for offering steam service. Needless to say, steam service days are eagerly awaited and attract crowds.

As noted, the California Western has never been a big profit maker. The line earned $105,512 in 1912, a time before automobiles were in great use. It lost $20,466 in the depression year of 1938. Even with the return of prosperity after World War II, it alternately lost money and made profits.

The start of Super Skunk service appeared to signal the beginning of profitability. The ledger was on the plus side with approximately $59,000 and $90,000 in 1967 and 1969 respectively. But the Redwood Route also benefitted from freight traffic, notably the shipment of timber products. Trucks

during the 1980s began carrying more and more products from the mills. As a result, the California Western reported losses ranging from $128,000 to $145,000 annually during the late 1980s.

Over the years, there were changes in the CWR management, the ownership of the redwood forests it served, and even in the railroad itself.

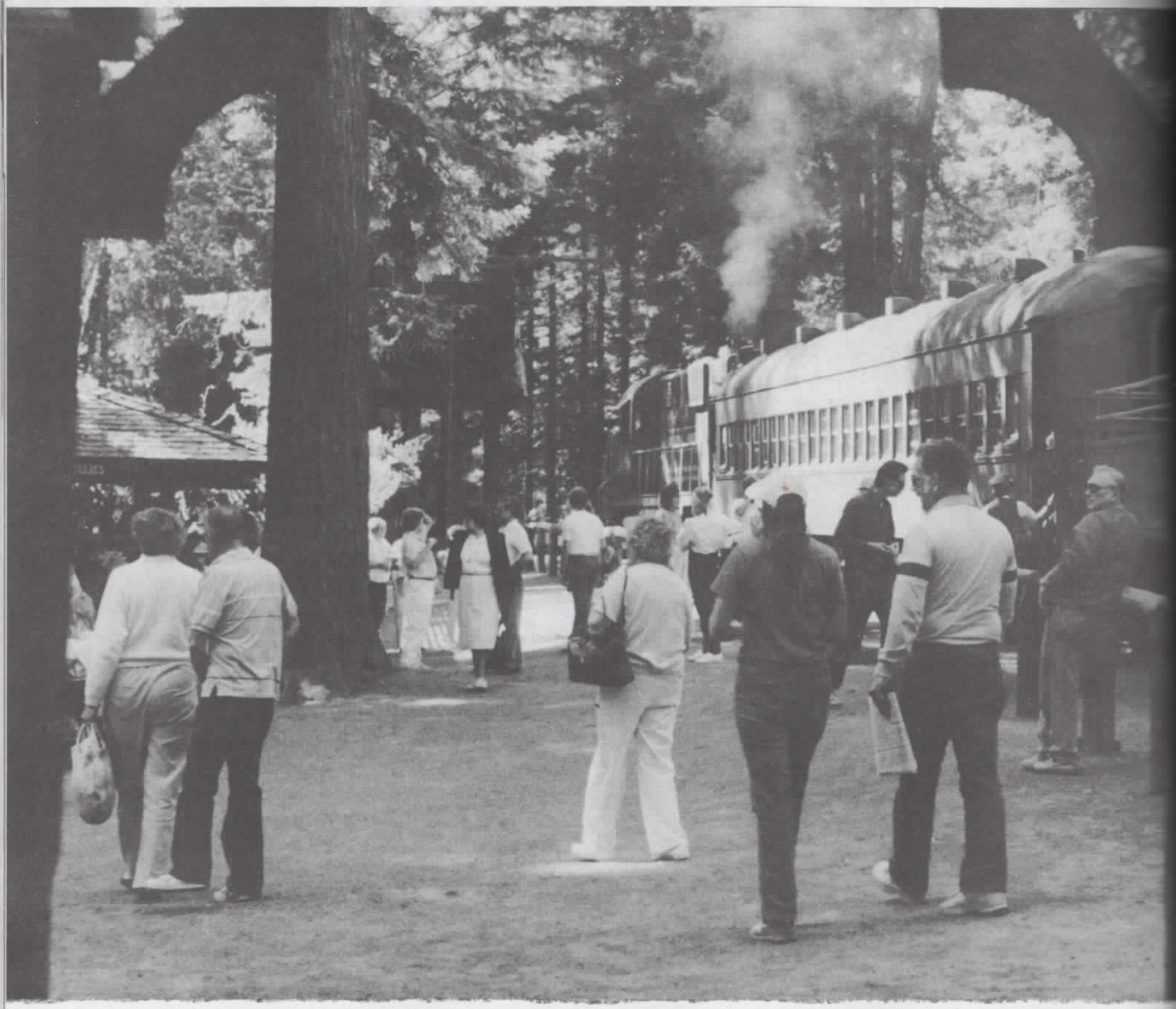
Charles R. Johnson, the man from Wisconsin who guided the development of the Union Lumber Company and the California Western, died of pneumonia February 1, 1940, just a few days before his 81st birthday. His son, Otis, born in 1885 at Fort Bragg, became president and served until his death in 1957. His son, C. Russell Johnson, then took over as president.

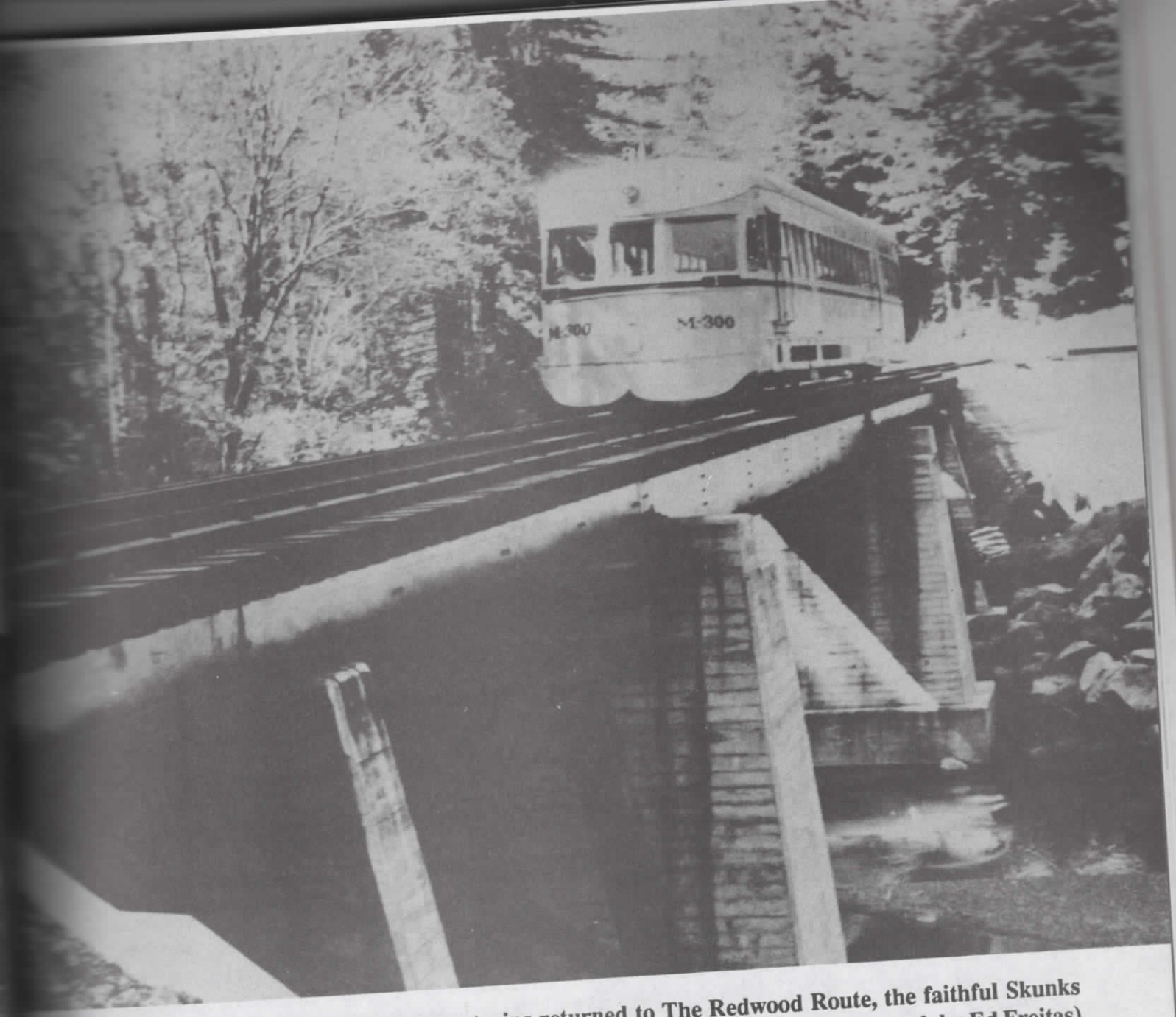
The late twentieth century was a time of acquisitions and mergers which would reach into the coastal redwood country. Boise-Cascade Corporation, a lumber conglomerate, acquired Union and the California Western in 1970, but sold them in 1973 to Georgia-Pacific Corporation, also a giant in the lumber industry.

In 1977, Georgia-Pacific leased the California Western to the Mendocino Coast Railway, saying it hoped the move would bring in management that could reduce losses and still permit passenger service to continue.

Serving as president of Mendocino Coast was

**A stopover at Northspur, midway on the route, gives passengers time to snack before continuing or boarding a train to return to the departure point.**






**Even though conventional passenger trains returned to The Redwood Route, the faithful Skunks continued to operate. M-300 goes over a redwood-shaded bridge. (CWR Photograph by Ed Freitas)**

Willis B. Kyle, whose holdings also included short line railroads in Oregon and Hawaii. The staff included Lynn Cecil, vice president; Rick Cecil, manager; Henry A. Foltz, assistant manager; Lawrence M. Weller, superintendent, and John D. Pacheco, auditor. Foltz became manager in 1979, holding the position until 1985 when Gerald Allen, previously associated with the Butte, Anaconda, Pacific became general manager.

In June 1987, Georgia-Pacific announced the sale of the California Western to Kyle, who said he would continue operating it under the CWR name as a road carrying freight and passengers.

Your Ride on the Skunk

You have wisely made ticket reservations in advance, so when the conductor calls "All Aboard" you're ready for that trip over The Redwood Route. A caricature of a saucy Skunk, appropriately wearing

**ABOVE: Skunk M-200 is pictured as it appeared in the 1960s. (CWR) BELOW: Victoria and John Crump, the author's children, hold Skunk souvenirs they purchased while youngsters after riding the California Western.**

a conductor's cap, beams down approvingly from the top of the depot at Fort Bragg.

If you arrive during the summer season, the sparkling coaches of the Super Skunk await you. Should you make the trip during the other seasons, you'll ride in one of the picturesque rail buses.

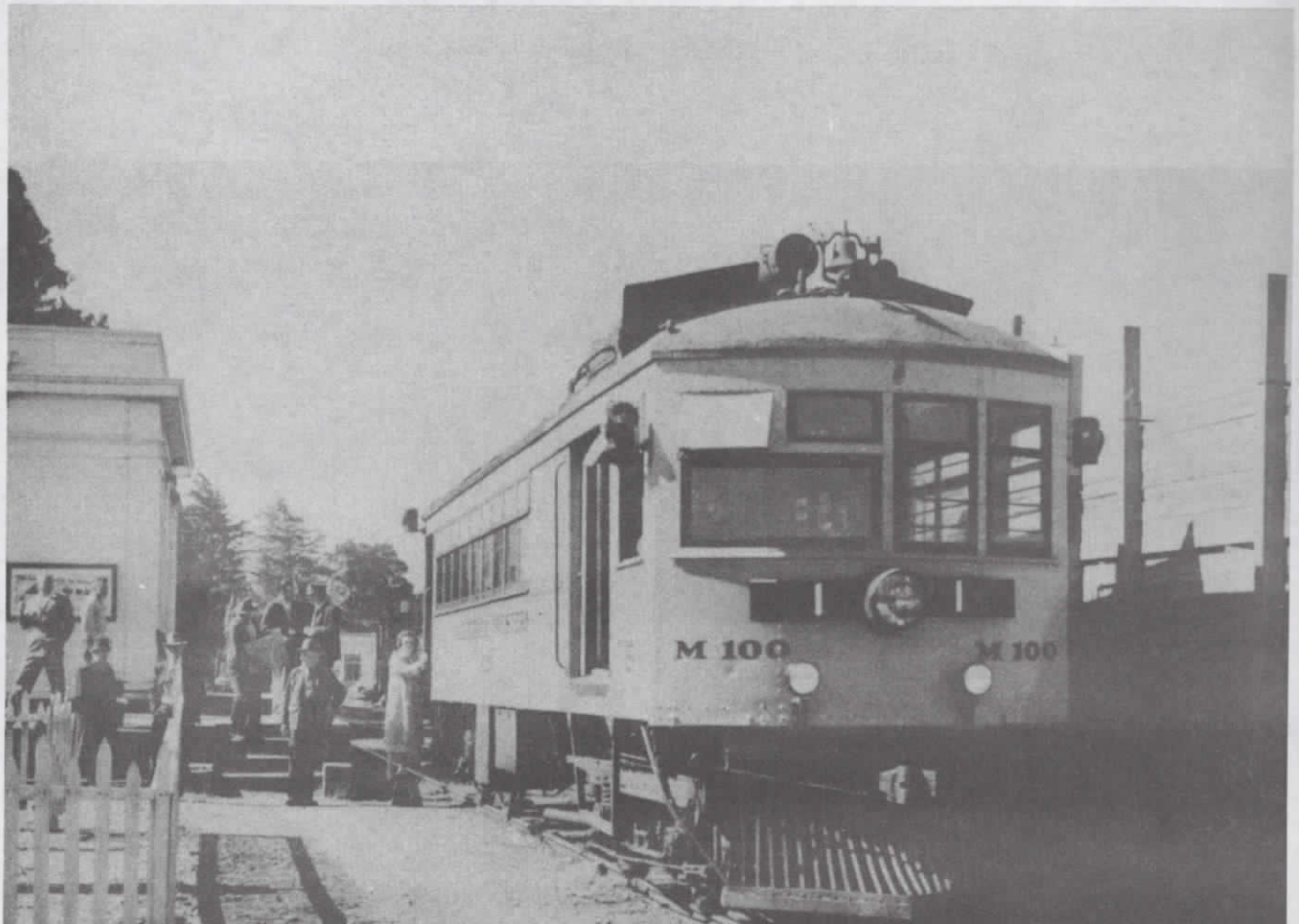
Either way, your trip through the redwoods will hereafter be one of your happiest memories.

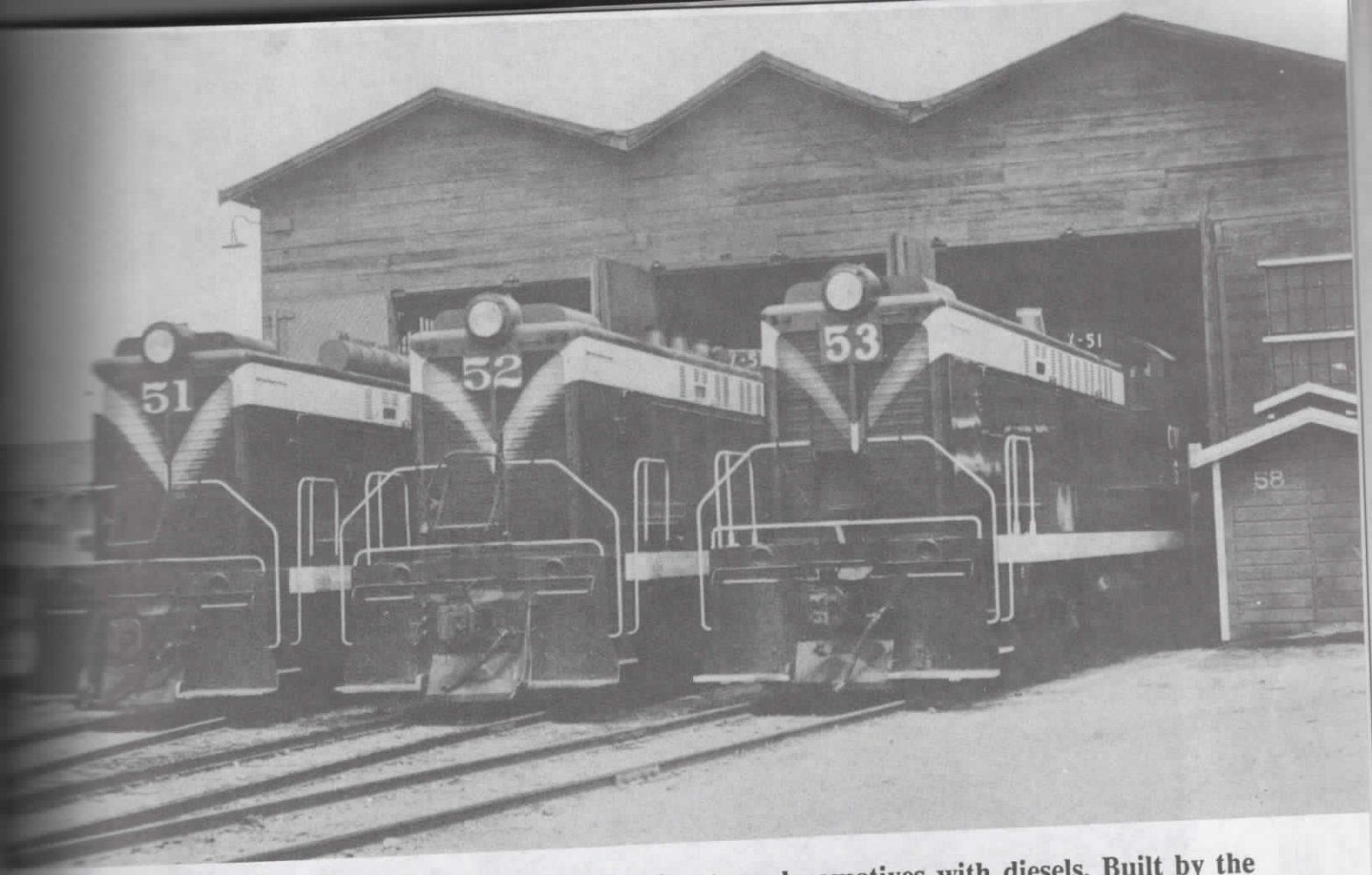
The conductor, wearing a bright red vest beneath the coat of his uniform, smiles happily as he collects the tickets. The CWR's policy is to sell only as many tickets as there are seats available, so you'll have no problem in finding a seat.

As the train leaves the depot, its horn toots a warning signal to motorists. Passengers in the autos smile, and numerous bystanders take photographs of the Skunk crossing Highway 1. Many of the people are bound for the depot so that they can buy tickets for the trip on another day.

From the highway, the train skirts the northern section of Fort Bragg and passes the town's

**ABOVE: Engineer John Galliani and conductor King O. Nelson were checking rolling orders before Skunk M-100 departed on a 1963 trip. (Photograph by the Author) BELOW: Skunk M-100 awaits passengers at the Fort Bragg depot. (CWR)**






**Starting in 1949, the CWR began to replace its steam locomotives with diesels. Built by the Baldwin Locomotive Works, these were the CWR's first diesels. (CWR)**

cemetery, where many loggers and trainmen are buried.

The water alongside the train at Milepost 1 (Milepost 39 from Willits) after leaving the depot is Pudding Creek. To the left, alongside the ocean is a trestle used by the Ten-Mile Branch until that rail line's abandonment in 1949. The train picks up speed, moving through forests of pine trees mixed with redwoods. A deserted roadbed departs from Milepost 3.4 (Milepost 36.6 from Willits); this is Glen Blair Junction, once the start of the Glen Blair Lumber Company's rail line. This branch carried loggers four miles to the redwoods around Smith Creek.

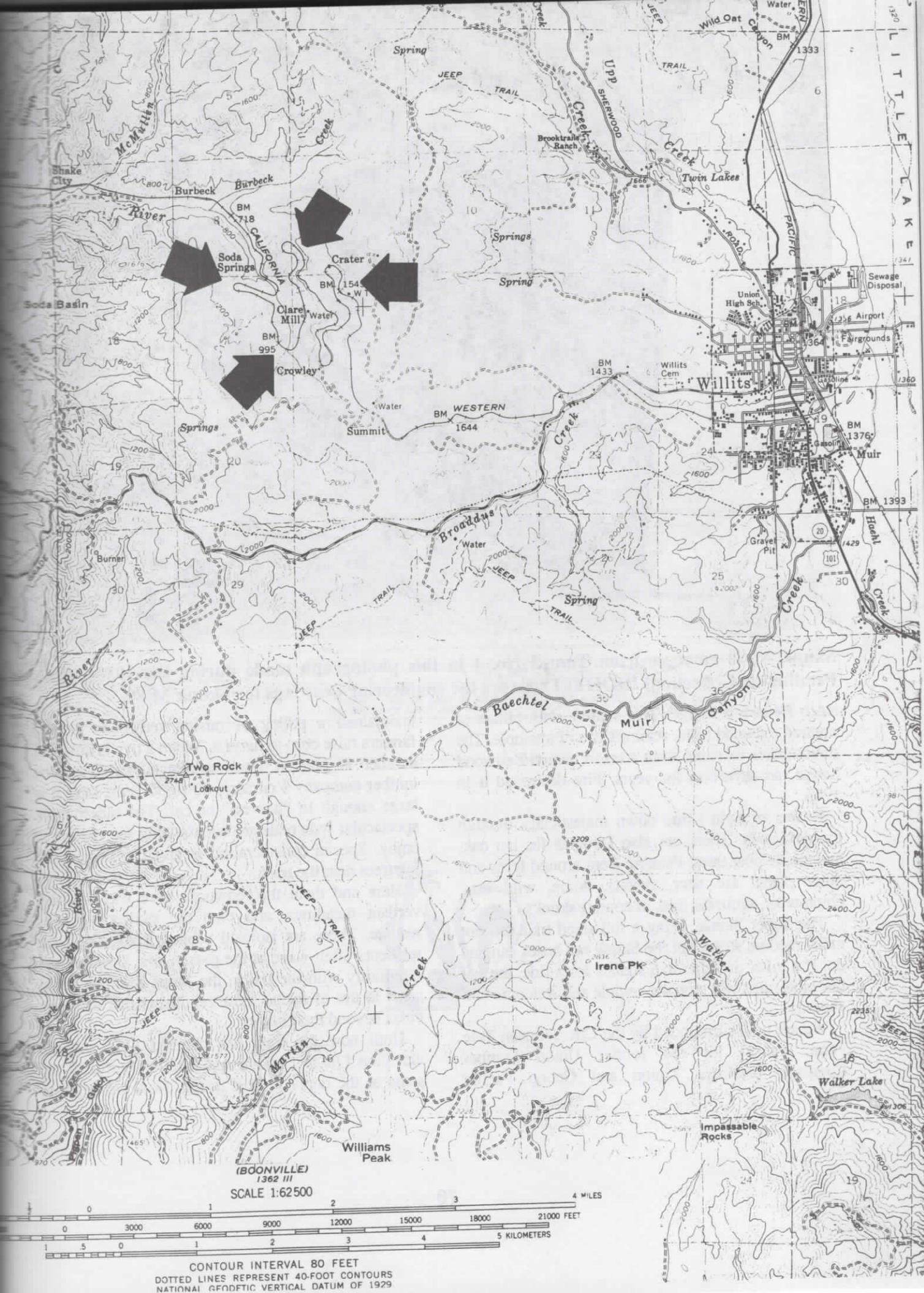
Suddenly there is a murmur; we have entered Tunnel No. 1, the 1,122-foot mountain-barrier breaker built by Chinese laborers just after the turn of the century. Milepost 6.6 (33.4 from Willits) brings us to South Fork, close to the line's terminus a century ago and a favored place for Sunday outings at the time.

The silence of the forest is broken only by the clickety-clack of the wheels on the track and the music of chirping birds. While The Redwood Route parallels the highway to Willits, it ranges from a mile to two miles from that asphalt artery. In effect, we are travelling in a world without automobiles. At times the redwoods give way to verdant green meadows; here a flock of sheep may be grazing growing excellent wool in this higher, cooler elevation.

Ahead by the tracks we see a crouching cat, ready to pounce on a bird. The approaching train startles him, and the cat races through the waving grass directly into a hole beneath a cabin's foundation. You make a note to yourself that the cat's sure-fire knowledge of exactly where he can find refuge means that the interruption of the train is almost a daily occurrence for him and one with which he has learned to live.

At Milepost 9.0 (31.0 from Willits) we reach Ranch, a station in the redwoods, and a mile later

**ABOVE: Super Skunk hostesses, who explain points on the Super Skunk route and answer questions from passengers, await the train's departure. (CWR Photograph by Ed Freitas) RIGHT: This section of a U.S. Geological Survey topographic map (note the CWR stations) how the rail line curves and switches back to gain elevation as it nears Willits.**


Shake City
Burbeck
Burbeck
McMullen Creek
River
BM 718
CALIFORNIA
Soda Springs
Crater
BM 1541
WT
Soda Basin
Clare Mill
Water
BM 995
Crowley
Springs
Water
Summit
BM 1644
WESTERN
Spring
JEEP TRAIL
Upp Creek
SHERWOOD
Brooktrails Ranch
Creek
Twin Lakes
Spring
Springs
Spring
Wild Oat Canyon
BM 1333
TRAIL
PACIFIC
ROAD
Creek
Sewage Disposal
Union High Sch.
Airport
Fairgrounds
Willits Cem
BM 1433
Willits
Gasoline
BM 1376
Muir
BM 1393
Haehl Creek
Gravel Pit
Broaddus
Water
Burner
JEEP TRAIL
Spring
JEEP TRAIL
Creek
Creek
River
Baechtel Muir Canyon
Two Rock
2748
Lookout
JEEP TRAIL
Creek
Irene Pk
Walker
Walker Lake
Impassable Rocks
Martin
Williams Peak
Bell Gulch
Fork
(BOONVILLE)
1362 III
SCALE 1:62500
4 MILES
21000 FEET
5 KILOMETERS
CONTOUR INTERVAL 80 FEET
DOTTED LINES REPRESENT 40-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

**Skunk M-80 emerges from Tunnel No. 1 in this photograph made during the 1950s. (Bill Pennington Collection) RIGHT: These are the engineering drawings for Skunk M-80.**

reach Redwood Lodge. This station, with pillars of squared redwood trees, reminds you of a temple. The station takes its name from a resort named Redwood Lodge, an attraction for years. Fire destroyed it in 1963.

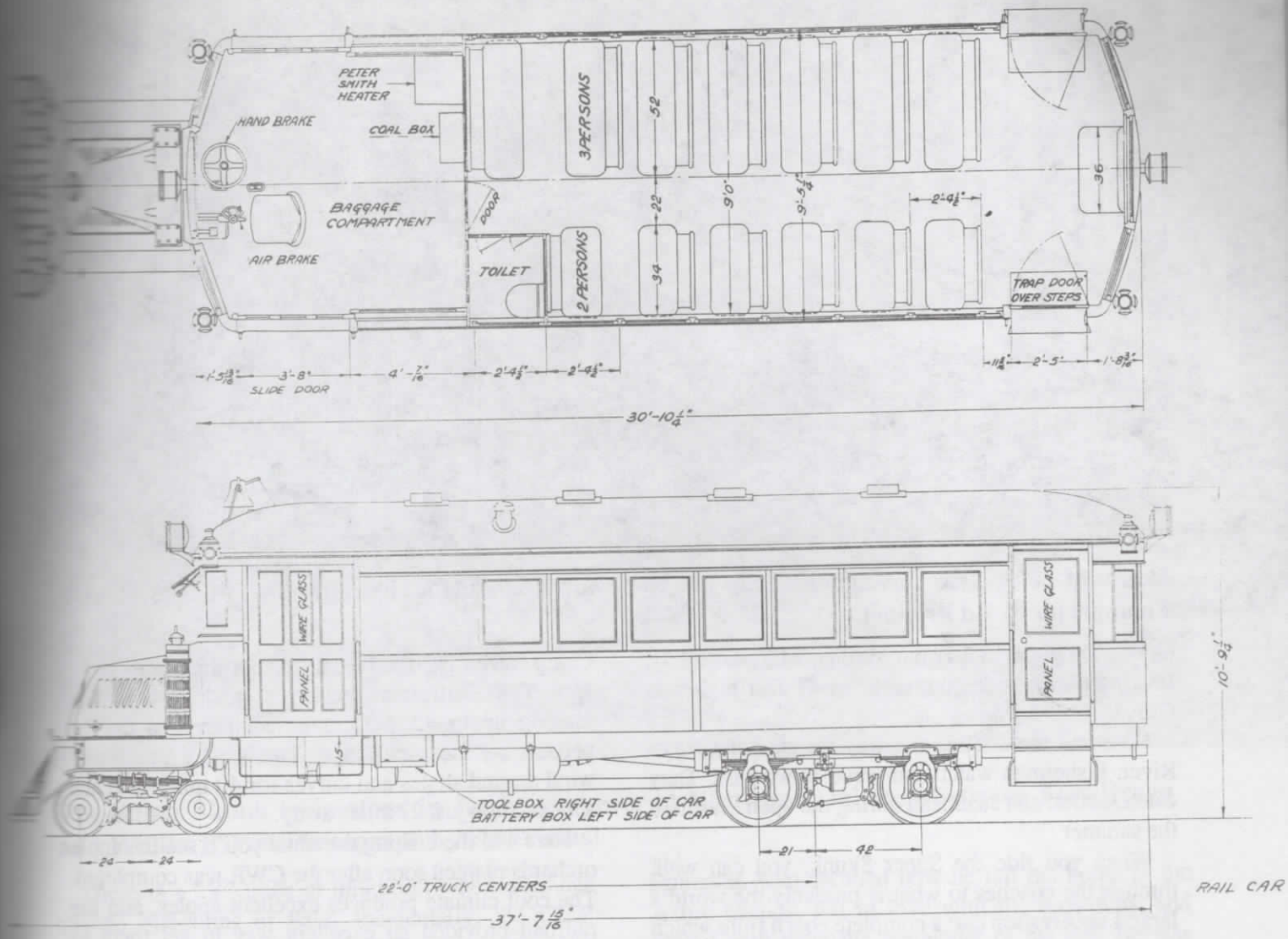
Beams of light shine down majestically through the redwoods. There are also Douglas fir, tan oak, and maple pine trees. Peaking from around ferns and other plants are deer, rabbits, bears, wild cats, chipmunks, squirrels, and, of course, skunks.

The Super Skunk, being a full-sized train, cannot make random stops, but the Skunk rail buses can and do. If a hiker or fisherman signals for a ride, the rail bus motorman will stop the vehicle and welcome him aboard.

We are now surrounded by the C.R. Johnson Tree Farm, named for the former Union Lumber Company president. Union and Georgia-Pacific maintained a policy of raising redwoods just as farmers raise corn to harvest. When a tree is downed, another is planted from seedlings started in the lumber company's nursery; 50 to 60 years later it is large enough to "harvest" or cut. The older, more spectacular redwoods are left standing for visitors to enjoy. Special consideration is given to protect the big trees near the track.

Here and there the redwoods give way to long, verdant meadows, and then the redwood forests resume. There are isolated cabins, from which the residents often wave at the passengers. Despite their familiarity with the trains, the forest dwellers never seem to tire of seeing these reminders that there are cities beyond their homes.

Until now the train has climbed little and the elevation (78 feet above sea level) is virtually the same as the depot in Fort Bragg. Now we begin to


PETER SMITH HEATER
HAND BRAKE
COAL BOX
3 PERSONS
52
36
BAGGAGE COMPARTMENT
DOOR
22
9'0"
9'-5½"
2'-9½"
AIR BRAKE
TOILET
2 PERSONS
34
TRAP DOOR OVER STEPS
1'-5⅜"
3'-8"
SLIDE DOOR
4'-7/16"
2'-4½"
2'-4½"
11½"
2'-5"
1'-8⅜"
30'-10¼"
WIRE GLASS
PANEL
15
TOOL BOX RIGHT SIDE OF CAR
BATTERY BOX LEFT SIDE OF CAR
10'-9½"
24
24
21
42
22'-0" TRUCK CENTERS
37'-7 15/16"
RAIL CAR

**Skunk M-200 carries passengers along The Redwood Route before its retirement in 1975. (CWR Photograph by Ed Frietas)**

climb. Milepost 12.7 (from Willits, Milepost 27.3), less than three miles on, takes us 47 feet higher at Grove.

Here and there along the way we skirt the Noyo River. Fishermen watch and wave as we pass. They catch salmon and steelhead during the open season in the summer.

When you ride the Super Skunk, you can walk through the coaches to what is probably the world's largest observation car: a complete coach from which the top has been removed. From there you can glance upward through the great "tunnel" of redwood trees.

Super Skunk passengers also hear a description of points of interest from rail hostesses, appropriately clad in costumes which carry out the Skunk theme. Storehouses of facts regarding the railroad and the redwoods, they explain the route and answer passengers' questions.

Camp Three (Milepost 15.0 from Fort Bragg, 25.0 miles from Willits), Camp Four (Milepost 16.0 from Fort Bragg, 24.0 from Willits) represent the logging settlements established at various points as the railroad was pushed into the mountains from Fort Bragg. The airline distance from Camp Four to Camp Seven is just five miles, but the climb is 93 feet. The California Western's grades are steep, ranging up to 3.5 percent as compared to only 1 percent on most railroads. That's why the tracks wind around slopes and curves for 40 miles to reach a destination just 27 miles away.

Here and there along the route you'll see the apple orchards planted soon after the CWR was completed. The cool climate produces excellent apples, and the railroad provided an excellent way to get them to market in an era when there were few roads and trucks were unreliable.

Milepost 16.4 (Milepost 23.6 from Willits) is Alpine, which at 264 feet above sea level means that the train has climbed 200 feet in only two miles. Here the railroad ended in the early days and passengers boarded stagecoaches for the 22-mile trip to Willits and then south to San Francisco.

The train climbs; the air grows crisper and cooler. It rolls past Noyo Lodge at Milepost 20.5 (Milepost 19.5 from Willits), and comes to Northspur at Milepost 21.3 (18.7 from Willits). The train that started from the other end of the line arrives here at approximately the same time.

**The Super Skunk train stops by the water tower at Northspur, midway between Fort Bragg and Willits. (CWR Photograph by Ed Frietas)**

There is a "Y" track at this point where cars can change directions or pass. Incidentally, the CWR does not have a roundhouse. Instead, it uses "Y"s and other track arrangements to reverse the direction of equipment.

Northspur is a 45-minute stop for passengers. Here the Pratt family for years has operated a refreshment facility. Passengers can enjoy soft drinks, beer, and food, and shop for souvenirs. Then riders can continue to the end of the line or board the other train to return to the station where they started.

This stop in the forest gives us an opportunity to meditate. The redwoods watch silently, as they have for centuries. If these big trees can think, they must be pleased that people have travelled to admire them in silent reverence.

The writer recalls a 1963 conversation with John Pimental, who recalled how he left his home in the Azore Islands, fell in love with the redwoods, and stayed with them the remainder of his life. He was the brakeman on the first through train when the line opened in 1911.

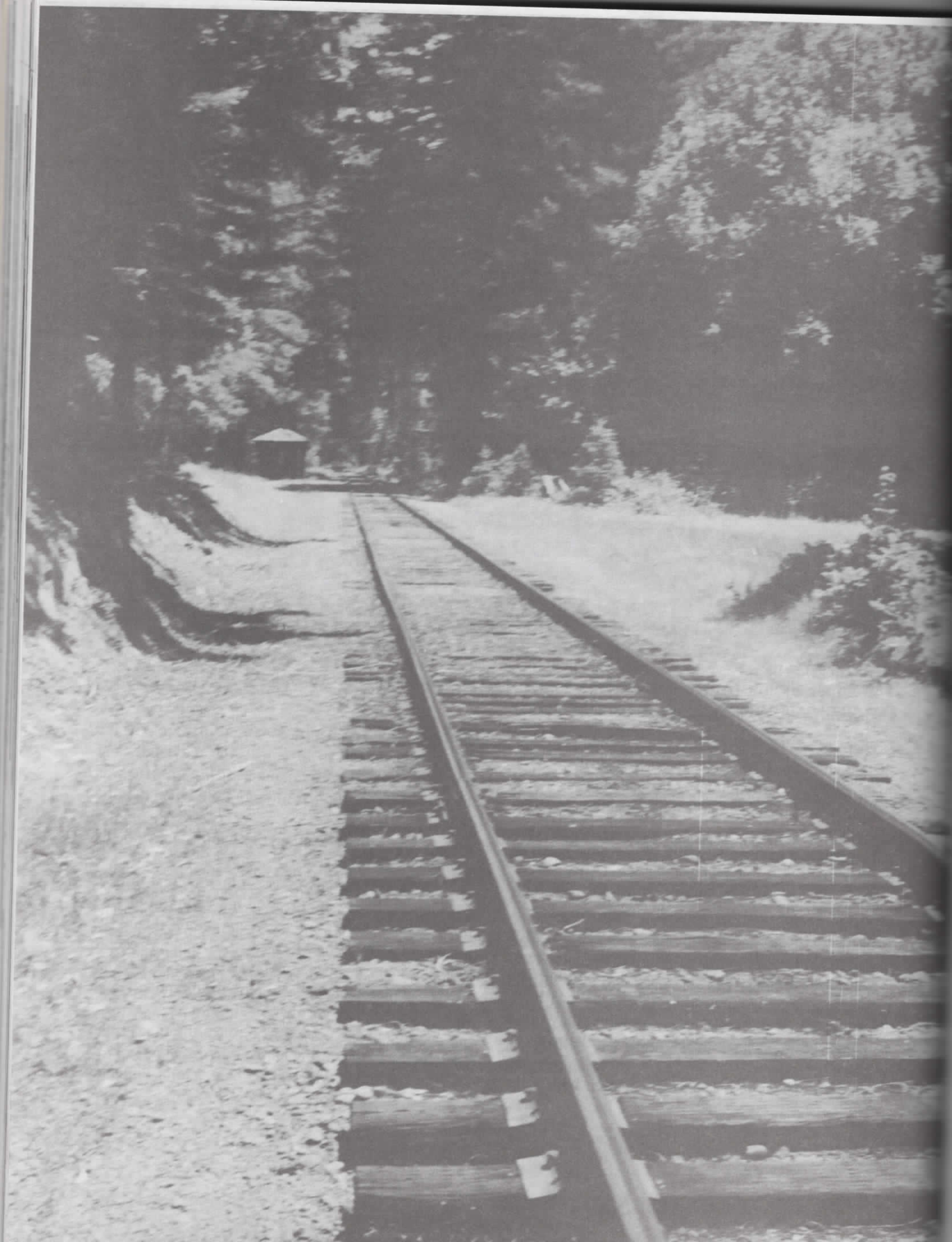
He could still remember the happy faces on the coaches on that first trip.

"They loved the redwoods," John Pimental smiled.

"I myself have never ceased marveling at the big trees despite more than six years among them," he continued during that 1963 chat. "And the people who come to ride our Skunk even these days say that pictures fail to tell the story of the grandeur. One must see the redwoods to appreciate them."

What about the people who make the trek up the Mendocino Coast during all the tomorrows?

"The redwoods will still be here," John Pimental



replied, "and they will be bringing forth cries of joy, amazement, and pleasure a hundred years from now."

The train sounded its whistle. It was time to move on.

When the train rolls on, the right-of-way towards Willits becomes steeper and steeper. You begin to realize what a battle it was to build the railway through this terrain.

Irmulco, at Milepost 23.9 (16.1 miles from Willits), was named for the Irvine and Muir Lumber Company that operated during the pioneer days. It is 408 feet above sea level, a climb of 100 feet in less than three miles. Leaving, the train rolls along one of the straightest stretches on the route — a one-mile run leading to Shake City at Milepost 26.8 from Fort Bragg (Milepost 13.2 from Willits). A mill here in the early logging days produced shakes for roofs and inspired the name. The route becomes steeper. Burbeck, at Milepost 27.7 (12.3 miles from Willits), is just a mile further but the elevation (688 feet above sea level) is 100 feet higher.

The passengers look up the mountainside. Above is a stretch of track that the train will reach after only twenty minutes and eight miles of travel. Soda Springs, at Milepost 28.7 (11.3 from Willits), brings the train to an elevation of 808 feet, a climb of 400 feet in just five miles. The train rolls on through Clare Mill at Milepost 30.4 (9.6 miles from Willits), Crowley at Milepost 32.6 (7.4 miles from Willits), and Crater at Milepost 33.8 (Milepost 6.2 from Willits).

Mile after mile of redwoods stretches out below, and you can understand why the trainmen on the California Western say they would never trade their jobs for any others.

Milepost 35.4 (4.6 from Willits) brings the train to Summit, appropriately named because at 1,740 feet this is the top of The Redwood Route. During the peaks of winters, there often is snow in the area. Just ahead is Tunnel No. 2, carved in 1911 as the last barrier to completing the railroad. The tunnel is surfaced with cement.

The tracks begin to descend and at Milepost 37.5 (2.5 miles from Willits) and go through Rodgers. The redwoods have given way to oaks and other trees, under which sheep graze tranquilly in the shade. In the spring, the countryside appears to be ablaze with gold. Here are solid fields of California wild poppies, the state flower, stretching like an ocean of gold. The right-of-way nears the highway from Fort Bragg as it approaches Willits. As the train appears, motorists wave happily — probably wishing they had ridden the Skunk over The Redwood Route.

The train glides across Highway 101 and down the right-of-way to the depot at Willits. You alight at the Tyrolean-style station, as beautiful as you approach it as the day it was dedicated in 1916.

You've ridden The Redwood Route and seen the glory of the big tree, verdant meadows, grazing sheep and cattle, animals scurrying around shrubs, and the sparkling Noyo River — as only the Skunk can unveil them.

Your memories of the Redwood Route will be forever.

*FOR MORE INFORMATION:*

*California Western Railroad*

*For Train Reservations & Information*

*Fort Bragg Depot:*
*Foot of Laurel St.*
*Fort Bragg 95437*
*(707) 964-6371*

*Willits Depot:*
*299 E. Commercial*
*Willits 95490*
*(707) 459-5248*

CALIFORNIA WESTERN THE REDWOOD ROUTE

*Note: Phone numbers are subject to change. Verify numbers with your telephone information operator.*

# Roster of California Western Motive Power

| No. | Date Acquired | Type | Builder | Date Built | Cylinders |
|---|---|---|---|---|---|
| **STEAM LOCOMOTIVES** | | | | | |
| 1 | 1905 | 0-4-0 | Baldwin | 1885 | 12x14 |
| 2(1st) | 1905 | 2-4-2 | Baldwin | 1887 | 12x20 |
| 2(2nd) | 1911 | 0-4-2 | Baldwin | 1901 | 17x24 |
| 3 | 1905 | 2-4-4 | Baldwin | 1884 | 14x20 |
| 4 | 1905 | 4-6-0 | Hinkley | 1883 | 16x24 |
| 5 | 1906 | 4-6-0 | Schenectady | 1880 | 18x24 |
| 6 | 1908 | 0-4-0 | Mason | 1868 | 14x22 |
| 7 | 1909 | 2-6-2 | Baldwin | 1909 | 15x22 |
| 8 | 1910 | 4-6-0 | Southern Pacific | 1869 | 18x24 |
| 9 | 1912 | 3-T Shay | Lima | 1912 | 12x12 |
| 11 | 1913 | 2-6-2 | Baldwin | 1913 | 15x22 |
| 12 | 1914 | 2-6-2 | Baldwin | 1914 | 15x22 |
| 14 | 1938 | 2-6-2 | Baldwin | 1924 | 15x24 |
| 17: A renumbering of No. 7 in 1924 | | | | | |
| 21 | 1920 | 2-6-2 | Baldwin | 1920 | 18x24 |
| 22 | 1921 | 2-6-2 | Baldwin | 1921 | 18x24 |
| 23 | 1923 | 2-6-2 | Baldwin | 1923 | 18x24 |
| 36 | 1918 | 4-6-0 | Baldwin | 1890(?) | 19x24 |
| 38: A renumbering of No. 8 in 1924 | | | | | |
| 41(1st) | 1922 | 0-6-0 | Baldwin | 1901 | 16x24 |
| 41(2nd) | 1940 | 2-8-0 | Baldwin | 1920 | 18x22 |
| 44 | 1944 | 2-8-2 | Baldwin | 1930 | 19x24 |
| 45 | 1964 | 2-8-2 | Baldwin | 1964 | 19x24 |
| 46 | 1968 | 2-6-6-2 Mallet | Baldwin | 1937 | 18x18x24 |
| **DIESEL LOCOMOTIVES** | | | | | |
| 51 | 1949 | | Baldwin | 1949 | |
| 52 | 1949 | | Baldwin | 1949 | |
| 53 | 1956 | | Baldwin | 1949 | |
| 54 | 1969 | | Baldwin | 1969 | |
| 55 | 1970 | | Baldwin | 1955 | |
| 56 | 1970 | | Baldwin | 1955 | |
| 57 | 1970 | | Baldwin | 1955 | |
| 61 | 1979 | | Alco | 1955 | |
| 62 | 1979 | | Alco | 1955 | |
| 63 | 1979 | | Alco | 1955 | |
| **RAIL BUSES** | | | | | |
| M-80 | 1925 | | Mack | 1923 | |
| M-100 | 1934 | | Edwards | 1925 | |
| M-200 | 1941 | | Skagit | 1927 | |
| M-300 | 1963 | | American Car | 1935 | |

| No. | Drivers | Tractive Effort | Weight | Boiler Pressure | Builder No. |
|---|---|---|---|---|---|
| **STEAM LOCOMOTIVES** | | | | | |
| 1 | 42 | 7,500 | 50,000 | 130 | 7831 |
| 2(1st) | 42 | 7,560 | 60,000 | 130 | 8852 |
| 2(2nd) | 50 | 18,000 | 92,700 | 160 | 18618 |
| 3 | 42 | ? | 70,000 | ? | ? |
| 4 | 57 | ? | 115,000 | ? | ? |
| 5 | 57 | 20,000 | 163,000 | 170 | 2042 |
| 6 | 48 | 8,000 | 48,000 | 100 | 25 |
| 7 | 44 | 16,000 | 98,000 | 170 | 33390 |
| 8 | 57 | 20,000 | 117,000 | 165 | 2002 |
| 9 | 32 | 25,750 | 120,000 | 200 | 2547 |
| 11 | 44 | 16,000 | 98,000 | 170 | 39551 |
| 14 | 44 | 18,000 | 108,000 | 180 | 58050 |
| 17: A renumbering of No. 7 in 1924 | | | | | |
| 21 | 44 | 30,000 | 140,000 | 200 | 53277 |
| 22 | 44 | 30,000 | 140,000 | 200 | 54878 |
| 23 | 44 | 30,000 | 140,000 | 200 | 57553 |
| 36 | 44 | 22,000 | 135,000 | 160 | 9298 |
| 38: A renumbering of No. 8 in 1924 | | | | | |
| 41(1st) | 50 | 15,000 | 72,000 | 160 | 18760 |
| 41(2nd) | 42 | 26,000 | 121,000 | 180 | 53205 |
| 44 | 44 | 32,000 | 158,700 | 190 | 61306 |
| 45 | 48 | 30,000 | 150,000 | 200 | 58045 |
| 46 | 44 | 30,000 | 246,000 | 200 | 62064 |
| **DIESEL LOCOMOTIVES** | | | | | |
| | | Horsepower | | | |
| 51 | | 50,000 | 200,000 | 750 | 74408 |
| 52 | | 50,000 | 200,000 | 750 | 74409 |
| 53 | | 58,750 | 235,000 | 1,000 | 74193 |
| 54 | | 50,000 | 240,000 | 1,200 | 75823 |
| 55 | | 57,500 | 240,000 | 1,200 | 76024 |
| 56 | | 57,500 | 240,000 | 1,200 | 76105 |
| 57 | | 57,500 | 240,000 | 1,200 | n/a |
| 61 | | 57,500 | 260,000 | 1,800 | n/a |
| 62 | | 57,500 | 260,000 | 1,800 | n/a |
| 63 | | 57,500 | 260,000 | 1,800 | n/a |
| **RAIL BUSES** | | | | | |
| M80 | | 29,000 | See Notes | | |
| M-100 | | 39,000 | See Notes | | |
| M-200 | | 41,590 | See Notes | | |
| M-300 | | 52,060 | See Notes | | |

(Continued on Next Page)

## Notes to the Roster

Unlisted numbers in this roster are ones which were not assigned to motive power of the California Western Railroad.

Locomotives 1 and the 2 (1st) were wood burners eventually converted to using oil. The other steam locomotives were oil burners.

The Skunk rail buses originally were Pullman (olive) green. They were repainted yellow with silver roofs in the early 1940s.

No. 1: Known as the Sequoia when used by the Fort Bragg Railroad (the CWR's predecessor), this locomotive was sold in 1906 to Standish & Hickey, a lumber firm.

No. 2 (1st): The CWR acquired this locomotive from the Fort Bragg Railroad and sold it in 1910 to Irvine Muir Lumber Co.

No. 2 (2nd): Purchased in approximately 1911 from the California State Belt Railroad, the locomotive was scrapped in 1920.

No. 3: This locomotive was purchased in 1895 by the Fort Bragg Railroad, the CWR's predecessor, which sold it in 1918 to the Mendocino Lumber Co.

No. 4: The CWR acquired this locomotive in 1904 from the Southern Pacific and scrapped it in 1914.

No. 5: The locomotive was purchased in 1906 from the Southern Pacific of Arizona and scrapped in 1923.

No. 6: Purchased in 1908 from the Santa Fe Railroad, this locomotive was sold in 1910.

No. 7: This locomotive was acquired in 1909 and renumbered "17" in 1924.

No. 8: Previously used by the Central Pacific and Southern Pacific, this locomotive was acquired in 1910 and renumbered "38" in 1924. It was scrapped in 1942.

No. 9: Scrapped in 1917.

No. 11: Scrapped in 1947.

No. 12: Scrapped in 1950..

No. 14: Built in 1924, this locomotive was purchased in 1938 from the Fruit Growers Supply Co. The CWR sold it in 1956.

No. 17: Numbered "7" until 1924, the locomotive was scrapped in 1938.

No. 21: This locomotive was sold to Pan-American Engineering Co. in 1950.

No. 22: Scrapped in 1952.

No. 23. Scrapped in 1950.

No. 36: This locomotive was purchased in 1918 from the Colorado Midland Railroad, and sold in 1929 to the Little River Redwood Co.

No. 38: Numbered "8" until 1924, this locomotive was scrapped in 1942.

No. 41 (1st): Purchased in 1922 after being used on the Arizona and New Mexico and El Paso &

Southwestern railroads, this locomotive was scrapped in 1937.

No. 41 (2nd): This locomotive was purchased in 1940 from the Sierra Railroad and scrapped in 1950.

No. 44: This locomotive, previously used by the Lamm Lumber Co. of Modoc, Oregon, was acquired in 1944 and scrapped in 1952.

No. 45: Built for the Brownlee-Olds Lumber Co. of Medford, Oregon, this locomotive was acquired in 1964 from the firm's successor, Medford Corporation. It was rebuilt for Super Skunk service.

No. 46: This locomotive was constructed for the Weyerhouser Timber Co. and later used by Rayonier, Inc., at its operations at Hoquiam, Washington. The CWR purchased it from Rayonier in 1968 for Super Skunk service. In 1986 it was donated to the Pacific Southwest Railway Museum in San Diego.

No. 51.: This locomotive was scrapped after being damaged in a January 1970 accident which also involved Locomotives 52 and 54.

No. 52: This locomotive also was scrapped after being damaged in an accident involving Locomotives 51 and 54 in January 1970.

No. 53: Once used by the United States government, this locomotive was acquired in 1956 through Pan-American Engineering Co. The CWR sold it in 1985 to John Bradley of Willits.

No. 54: This locomotive, built for the Wabash Railroad, was scrapped after being damaged in the 1970 accident that also involved Locomotives 51 and 52.

No. 55: This locomotive was built for the McCloud River Railroad.

No. 56: This locomotive was also built for the McCloud River Railroad. The CWR sold it in 1985 to John Bradley of Willits who planned to use its parts to rebuild Locomotive 53.

No. 57: This locomotive was built for the Southern Pacific.

Nos. 61. 62, and 63: The CWR acquired these locomotives from the Southern Pacific.

M-80: This rail bus was built as a demonstration unit by Mack Trucks, Inc. It was scrapped after being damaged beyond repair in a 1964 collision with Skunk M-100.

M-100: The CWR acquired this rail bus from the Morehead & North Fork Railroad of Kentucky. Its two Buda four-cylinder gasoline engines (each 60-horsepower) were replaced in 1946 with a 150-horsepower Cummins diesel.

M-200: Constructed for the Longview, Portland & Northern Railway and later used by the Trona Railway from which the CWR acquired it in 1941. The original Buda six-cylinder 150-horsepower gasoline engine was replaced in 1955 with a 165-horsepower Cummins diesel. Retired from CWR service January 11, 1975, the rail bus was donated to the Pacific Locomotive Society for use at its Castro Point facility at Richmond, California.

M-300: This rail bus was first used on North Carolina's Aberdeen & Rockfish Railroad. It later served on the Salt Lake, Garfield & Western Railroad's Saltair Route and then sold to the California Western. The CWR replaced the original six-cylinder 168-horsepower Hall-Scott gasoline engine with a 220-horsepower Cummins diesel engine.

GROVE

**About this book and the author:** *The California Western "Skunk" Railroad* is an informative and entertaining book about one of America's most famous short lines. The text is supplemented with maps and historic and current photographs. **Spencer Crump**, the author, is a rail fan, historian, and educator. Once a reporter and editor at the Long Beach Press-Telegram and Los Angeles Times, he later was a professor of communications and taught writing at Orange Coast College and UCLA. A member of the Society of Professional Journalists, he earned his undergraduate and both graduate degrees from the University of Southern California. His published books range from ones on railroad to texts on writing. He resides in Newport Beach, California.

Pictured above with the author is **Cynthia Fink Walker**, a friend and former student. (Photograph by Chad Farnsworth)